Train Dispatchers' Bulletin

A Journal for Railway Transportation Men

June, 1914

CHICAGO, ILL.

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The Train Dispatchers' Association of America

The Train Dispatchers' Bulletin

PUBLISHED by the Train Dispatchers' Association of America, is devoted to the interests of Train Dispatchers as members of the division official staff of the railways they serve. It aims to print articles of interest to all railway men in the transportation branch of the service, which are also of educational value. Its specialty is discussion of train rules and orders. The more than fifty years of railway service of its editor has made these discussions exceedingly valuable to railway men both practically and theoretically. In no other railway journal are such questions treated so thoroughly, from the standpoint both of practice and theory. It is the editor's object to make plain the principles underlying the authorized rules and forms of orders, and in this particular the Bulletin is of peculiar value to all transportation men, whether officers or employes.

The subscription price of the **Bulletin** is but **50** cents a year, a mere trifle compared with its value.

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Chicago, Ill.

*Enclosed find fifty cents in*_____*for one year's subscription to THE TRAIN DISPATCHERS' BULLETIN, commencing with*_____*issue.*

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THE TRAIN DISPATCHERS' BULLETIN

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EDITORIAL

THERE is a time for all things. Now is the time to pay dues.

TO ENCLOSE a coin (say a half dollar) with a letter (say of subscription to the Bulletin), lay your coin (either head or tails up) on a card; paste thereon a strip of paper wide enough to completely seclude the coin (which is to be felt, not seen) and enclose addressed to J. F. Mackie, 7122 Stewart Ave., Chicago, and commit it, duly stamped, to your Uncle Sam (or George, as the case may be). He will do the rest.

IN THIS year of high prices, reflect, dear reader, whether you have come across any better bargain than the Bulletin at 50 cents the year. We deeply regret our inability to furnish information relative to railway frogs, bridge material, bicycles, locomotives and similarily thrilling subjects which occupy so large a part of the space of our larger contemporaries, but it can't be done for fifty cents. However, we feel sure of the plus fifty cents worth in the Bulletin, and its bargain price.

THE BULLETIN is surprised to learn that some train dispatchers are apprehensive that in the event of their becoming members of the T. D. A. of A., they will be compelled to become general managers. We hasten to reassure them by stating that while members are at liberty to become general managers if, to use a colloquialism, "they have a mind to," they are also at liberty to remain dispatchers if they would rather. For our own part, we consider the position of general manager equally respectable with that of train dispatcher. We hope this frank admission will settle the question forever.

THE 27th annual convention of the T. D. A. of A. will be held at Jacksonville, Fla., on June 16. Go if you can. There are a hundred reasons why you should attend, my brother dispatcher, but three will suffice for this occasion:

It will do you good.

It will do the others good who go.

It will do the Association good.

You can think out the other 97 reasons for yourself. There will be other conventions, and the reasons will always apply. Be sure to take an ample supply of cards. You will meet many people you never saw before, and introductions do not always introduce. The mumbler we have always with us. The attentive ear does not always receive the right name from the introductory tongue. The card's the thing wherewith to reach the consciousness. So, being fully equipped with pasteboard, when you meet anyone with a badge—red or yellow—hail him (or her) with a card and fraternize on the spot.

THERE are many train dispatchers who think the Train Dispatchers' Association a good thing for dispatchers—other dispatchers. They have no membership in it, themselves, though it has their best wishes—so they state—and their kindest hopes for its success. Unfortunately nothing was ever yet successful on kind wishes and hopes alone. They are not fattening, to say the least. If every dispatcher who feels that the Association is useful to dispatchers and who desires to see it succeed, would but chip in and sustain it by his example and influence, there would remain no doubt of its usefulness to him and all other dispatchers. Its supreme aim is to increase the efficiency as dispatchers of its individual members. It has measurably done this already. But its power to do more and to justify its existence in the eyes of all railway men, depends upon dispatchers

themselves and the support they give it. Support is the practical way to make friendship tell. If you are its friend, brother dispatcher, let your friendship mean something more to it than fair words.

TIMES are hard for dispatchers but they will improve. The conditions now existing are very like those which existed in 1897. Business had fallen off during the lean years beginning with the panic year of 1893. Reductions of expenses in all possible directions had been the rule for several years. Wages had been cut and force reduced to the minimum on the principal lines. The election of 1896 and the removal of the threat of a silver currency changed the face of things. With a restoration of credit stability, business took heart and launched out into interprise. Once more capital could see its way to investment. And in the years from 1897 to 1907 there was increasing prosperity, rising wages, increasing avenues of employment, profitable business for capitalist and worker alike, and with it, strangely enough, increasing discontent.

In the face of the fact that nowhere on earth were railway capitalization and railway rates so low, and that the constant tendency of the latter under the pressure of the competition of markets was to lower levels, and of the former to lower rates of interest by reason of the increasing volume of profits seeking new investment, the public was led to believe that it was being oppressed and plundered by railways. The rapidly growing magnitude of railway gross earnings blinded the superficial observer to the much greater increase in service rendered and an era of unregulated regulation set in, which has proved disastrous to railway capital and railway labor alike. Instead of oppression by railways—in the main, imaginary—has come actual oppression of railways by legislatures, congresses, and the commissions created by them, which has resulted in disaster not only to railway interests and railway men, but to the entire business community. No longer can business other than railroading avoid the consequences of railway regulation widened into railway control. We hold it to be axiomatic that no body of men without control of and responsible for expenditures can be safely entrusted with control of income. The point of failure of our national brand of railway regulation is disregard of this fundamental principle.

It is now on trial before the business community. In our belief it has already failed, for it has produced more evil to all business than the evils it was designed to cure. Next to agriculture our greatest and most fundamental industry is transportation. Whatever weakens its prosperity weakens its efficiency and upon its efficiency depends the prosperity of the whole country.

It is becoming apparent that the public is awakening to this fact. In that lies hope of betterment. May it come speedily. Railway men can help it along. Many of them have been strangely indifferent. Thousands of them are idle as a consequence. They cannot expect to be prosperous when the railways which employ them are facing adversity.

THE JACKSONVILLE CONVENTION.

The following changes have been made in the program:

MONDAY—3:30 p. m., auto tour around Jacksonville; 7:30 p. m., "get together" meeting at Hotel Seminole.

TUESDAY—9:00 a. m., call convention to order, etc., and turning convention over to president; 1:30 p. m., business session, trolley ride for the ladies to Florida Ostrich Farm; 4:30 p. m., trip to Green Cove Springs on Clyde Line steamer "City of Jacksonville," supper served on steamer, returning Jacksonville 10:30 p. m. (The hours are those set by the Clyde Line to let us have the steamer, and as they are giving it free of charge, we would like to have them leave on time.)

WEDNESDAY—9:00 a. m., business session; 1:30 p. m., business session; 9:00 p. m., theatre party. W. L. Stanley, general claim agent for the Seaboard Air Line, is expected to deliver an address at 11:00 a. m. on this date on "Does the Prosperity of the Railroad Interest Me Personally?"

THURSDAY—9:00 a. m., business meeting, entertainment for ladies; 1:30 p. m., business session.

FRIDAY—9:30 a. m., leave Jacksonville via F. E. C. Ry. for St. Augustine. Arrive St. Augustine 10:30 a. m. Leave St. Augustine 1:30 p. m., arrive Atlantic Beach 3:30 p. m., leave Atlantic Beach 11:00 p. m., arrive Jacksonville 11:50 p. m. On arrival at Atlantic Beach visitors may rest or enjoy the surf, as they wish, until time for dinner, after which they will be entertained with a dinner-dance. It was deemed best to eliminate the trip to Orlando, as it is very hot at this season of the year. It was believed the long, all-day ride would be very tiresome for the party, hence the trip to St. Augustine and back to Atlantic Beach was

arranged, all of which is on the Florida East Coast Railway.

Members composing the party which is making up at Chicago to go by the Royal Palm Express over C. C. C. & St. L., Queen & Crescent and Southern will take notice that the train leaves Chicago, Illinois Central Station, at 10:15 p. m., June 14th, and not 11:55 p. m.

The arrangement with the Pullman Co. requires payment of full rates in both directions, the obtaining of a receipt for all payments to Pullman agents or conductors, the attaching to such receipts of berth checks issued by conductors, these to be attached to request for refund, forms for which will be issued at the convention, and mailed to Secretary Mackie, 7122 Stewart Ave., Chicago, who will certify the membership and attendance of the applicant and hand to the Pullman Co., which will refund to the applicant one-half of amounts paid as early as the account can be audited.

THE ANNUAL CONVENTION.

I love the budding spring time,
The fruitful, gorgeous fall,
The glowing warmth of summer,
Stern winter's trumpet call;
But the time of times and the day of days
Is the meeting time of the T. D. A's.

Then blooms the flower of welcome;
Then shines out Friendship's sun;
And then the fruit of knowledge
Hangs garlanded with fun.
And then—but why attempt to praise
What's known so well to T. D. A's?

WILLIAM HENRY JONES.

"I want to be procrastinated at the next corner," said the man from Norwood.

"You want to be what?" demanded the conductor on the green car.

"Don't lose your temper. I had to look in the dictionary myself before I found out that 'procrastinate' means 'put off.'"

EVERYTHING WAS PERFECT.

An old farmer had been to the metropolis and was describing to his friends the splendor of the hotel at which he stayed. "Everything was perfect," he said, "all but one thing. They kept the light burning all night in my bedroom, a thing I ain't used to." "Well," said one wag, "why didn't you blow it out?" "Blow it out?" said the farmer. "How could I? The pesky thing was inside a bottle!"

COMMUNICATIONS.

WHICH IS THE BETTER WAY?

Lowell, Mass., April 30 ,1914.

Order No 1

Ex 2613N CH
Opr RN
Eng 2424 GY

Eng 2424 run extra Ayer to Lowell take siding at Graniteville and meet Extra 2613 North at Graniteville.

Order No 2

Eng 2624 GY
Ex 2613N RN
Opr RN

Order No 1 one should read Eng 2624 instead of Eng 2424

Order No 3

Ex 2613N RN
Opr RN
Opr GY

Order No 1 one is annulled

Order No 4

Ex 2613N RN
Opr RN
Eng 2624 GY

Eng 2624 run extra Ayer to Lowell take siding at Graniteville and meet Extra 2613 North at Graniteville Extra 2613 North gets this order at Graniteville

Order No. 5

Opr RN

Hold Extra 2613 North

This order to be given before Order No. 4 or before "complete" is given on Order No. 4.

Order No 6

Opr RN

Extra 2613 North may go

This order to be given after delivery of Order No. 4.

Question—Which is better to put out, Order No. 2 or Orders Nos. 3, 4, 5 and 6.

H. ARREPH.

Order No. 2 seems to us preferable to Orders 3 and 4. I can see no necessity for Orders 5 and 6, Orders 1 and 4, having been issued to operator, Graniteville, as well as to the trains affected, the operator thereupon being required to hold the trains to meet. Order No. 1 in connection with Order No. 2 provides that Ex 2424 (changed to 2624) takes siding at Graniteville. That means that Ex 2613 holds main track. As, under Order 4, which replaces annulled Order No. 1, Ex 2624 still takes siding, the clause that Ex 2613 gets order at Graniteville affords no additional protection to it or to Extra 2624, since Extra 2613 can not pass Graniteville until it has met the opposing extra, Order No. 4 making no change from Order No. 1 except in the designation of that opposing extra. Order No. 2 covers this change perfectly, is short, explicit and, in one order, provides all that is more clumsily provided by Orders 3, 4, 5 and 6.

EDITOR.

BOTH WERE WRONG.

Hairpincut, May 5th, 1914.

Editor Bulletin:

Please give us your opinion on the following:

Order No 86 to C&E Engs 12 and 15 at "A"
Engs 12 and 15 run 1st and 2nd 63 "A" to "E"
Order No 89 to C&E 1st and 2nd 63 at "B" to Eng 1100 at "E" Eng 1100 run extra "E" to "A" and meet 1st and 2nd 63 engs 12 and 15 at "D"
Order No 98 to C&E 1st 63 at "C"
Eng 12 take down signals at "C" and run as No 63 C to E
Order No 99 to Ex 1100 east at D C/o No 63 C
Exa 1100 east has right over 2nd 63 Eng 15 D to C

"D" is a blind siding. When 2nd 63 arrived at "B" their engine failed and had to give up their train, this caused the dispatcher to annull engine 12 as 1st 63 and run them as No. 63.

The crew on 1st 63 at "C" got together, without consulting the dispatcher, and decided that, inasmuch as they had a delivery order to Exa 1100 at "D" giving the extra right over 2nd 63 to "C" that unless they displayed signals there would be no second 63, so they kept their signals up.

Who was wrong? The train crew in keeping up signals or the dispatcher in sending the delivery order as he did? I claimed at the time that both were wrong. No trouble ensued, but a big argument was started.

J. W. SKID.

We can see no room for argument.

Both were inexcusably wrong, 1st 63 in disobeying Order No. 98 and the dispatcher in issuing Order 99, which gave Ex 1100 right over a train which Order 98 had wiped out of existence, but which the Extra still had orders to meet at D, since Order 99 in no manner annulled or superseded Order 89.

EDITOR.

AN AWKWARD REQUEST.

Nephew—"Would you mind making a noise like a frog, uncle?" "And why?" said the uncle with an amused smile, "why, Tomy, do you desire me to make a noise like a frog?" "Because," replied the urchin, "Whenever I ask Dad to buy anything he always says, 'Wait till your uncle croaks.'"

THE HOLD-UP MAN.

Mr. Waylayen (suggestively)—"Can't you help a poor lonely man, who hasn't got anything in the world but a loaded revolver?"

CHICAGO, ROCK ISLAND & PACIFIC COLLATERAL BONDS.

The report of E. W. McKenna, vice president of the Chicago, Milwaukee & St. Paul, has in part been made public.

Mr. McKenna estimates the needs of the property in the next five years as $65,000,000, to be expended as follows:

Additions and betterments	$41,688,000
Deferred maintenance to track and equipment	8,896,000
New equipment	15,000,000

In the second part of the report, which partially revises some of the original findings under the head of "prospective capital requirements," it is stated that in the next three years $31,000,000 will be needed as follows:

Year ended June 30, 1915	$8,000,000
Year ended June 30, 1916	8,000,000
Year ended June 30, 1917	12,000,000
Payment 20 per cent. on $15,000,000 new equipment	3,000,000
Total	$31,000,000

Outlining the operating economies which the expenditure of $65,000,000 is expected by Mr. McKenna to reduce, the report says: If the sum of $65,000,000 is applied certain economies will be produced and an improvement in the present property will be secured which will put a stop to deterioration and place the property in such physical condition as to secure a great proportion of the traffic of the country it serves.

There are about 20,000 cars which should be retired, but possibly 4,000 of these are in such condition that their life can be extended for from two to five years. This would mean a retirement of 16,000 cars, and investment of $15,000,000 in 15,000 new cars would produce an efficiency of equipment at least 50 per cent. greater than had with the cars retired.

The maintenance cost of these new cars for the first five years should not exceed $25 per car per year. In the tabulation of prospective capital requirements there is an estimated saving operation of $4,400,000 per annum.

It is assumed further that the improved conditions of the railway and its equipment would produce an increase of revenue over existing conditions of at least $5,000,000 per annum, of which 30 per cent. would be net earnings. The investment of this money would also enable the company to carry on its maintenance program from January to July, which would yield a saving of at least $500,000 per annum.

A statement of these matters would be about as follows:

16,000 cars retired at $79 expense for maintenance per annum	$1,264,000
Less maintenance of 15,000 new cars, $25 per annum	375,000
Net equipment maintenance saving	889,000
Saving resulting from investment of $41,000,000	4,435,494
Total	$5,324,494
Net earnings $5,000,000 new business at 30 per cent	1,500,000
Saving in maintenance cost due to applying expense of maintenance of way and structures and equipment during the spring months	500,000
Total	$7,324,494

"The construction of the short line from Chicago to Kansas City by way of Peoria, Ill., and Keokuk, Ia., will have the most potent effect in reducing transportation expenses and in addition to the other advantages discussed previously in the report, should reduce the ratio of transportation expenses to gross earnings to some point between 35 and 37 per cent. There is very little doubt that this improvement would place the whole property in a condition of such increased efficiency in its operations that sufficient earning power would be developed to restore the stock of the railway company to at least its par value, and it is within the possibilities that it could be raised to such a value, say at the end of five years, as to enable the company to take care of some of its future financing through the sale of common stock."

Mr. McKenna's report was divided into two parts. The first part put the road's needs at $65,000,000, while in the second part Mr. McKenna sets his total figure at $31,000,000 under the head of "prospective capital requirements." The second part provides only for three years, while the first part considers five years. The difference in the estimates of the two parts of the report was caused by considering three years instead of five, by counting only the cash payment required for new equipment, which cuts the total down $12,000,000, and by figuring that increased prosperity would take care of the "deferred maintenance" charge.

Mr. McKenna says the prospects of the prosperity of the company had been greatly increased since he wrote the first part of the report. This localized prosperity should increase net income for the next fiscal year by $2,000,000, and if ordinary conditions of prosperity continue during the period of 1916, Mr. McKenna believes that 75 per cent. of the deferred maintenance will be taken up within the next two fiscal years.

The Chicago, Rock Island & Pacific Ry Co. has filed a formal announcement with the New York stock exchange, that the semi-annual coupon of 2 per cent. due May 1 on the collateral trust 4 per cent bonds would not be paid.—Railway Age Gazette.

CARELESSNESS OF THE PUBLIC AT RAILROAD CROSSINGS.

In order to ascertain to what extent contributory negligence is responsible for accidents at railroad crossings of the public highways, a series of observations was conducted recently by the Baltimore & Ohio system which showed a reckless disregard on the part of the public for personal safety, and practically complete failure to heed the warning of watchmen, signals or crossing regulations. A record was kept at several of the busiest crossings on the Baltimore & Ohio Southwestern and the Cincinnati, Hamilton & Dayton lines, and out of a total of 32,079 instances of the railroad tracks being crossed by motor vehicles, teams and pedestrians, only 298 were received where the rule of stopping, looking and listening, or stopping to receive a signal from the watchman before proceeding were observed. This shows less than 1 per cent. efficiency by the public. Of the inefficient, 18,335 persons failed to get signals and kept moving over the crossing without looking in either direction; while 8,776 persons, failing to stop, looked in but one direction and 4,680 other persons failed to stop and depended only upon sight to insure their safety. The observations were made at three street crossings in Cincinnati, also at North Vernon, Seymour, Vincennes and Rushville, Ind., East St. Louis, Springfield and Tuscola, Ill., and at Hamilton, Dayton and Celina, Ohio. At most of these crossings there are two or more tracks and in the larger cities an average of from 10 to 35 trains move over the crossings each hour of the day. In Cincinnati 184 motor vehicles crossed the railroad tracks without one strict observance of the rules. There were but 60 observances by teamsters of a total of 1,743 vehicles that crossed the tracks, and of the 7,010 pedestrians only 376 took the proper precaution against accident. About the same ratio of efficiency was displayed by people who used the crossings in the other cities and towns, although in Vincennes, 115 motor vehicles complied strictly with traffic regulations, out of a total of 135 that crossed the tracks. On the other hand, Springfield not one observance of the crossing regulations was noted out of 245 motor vehicles that passed over the railroad tracks. The best record of pedestrians was made by the citizens of North Vernon, 3,176 of whom crossed the tracks with 806 instances of full observance of the rules.—Railway Review.

Col. Goethals is again embarrassed by fatuous admirers who seek to credit him with what he does not claim and does not belong to him. He is used as an argument for government ownership of railways; because he dug a ditch successfully on plans that others laid out. On the little but costly railway which he has completely under his eye, he has improved the previous extravagant fuel and lubrication records by the simple every day processes used by all roads, or practically all, at home. But "distance lends enchantment" and govemnment lends glory to the slightest most ordinary matters of every day experience. It is so unusual for any government employee to pay any attention to economy, that when one does, a thousand sycophants fall down in adulation. He has stopped the firemen from throwing coal at monkeys along the line. He has submitted crude petroleum for watch oil on dredge chains. Let all railway men go and look and ponder and do likewise!

According to Brandeis, we now have a model school of railroading at Panama. Given forty miles of railway, $200,000 a mile to rebuild it, six cents a mile passenger fare and the highest freight rates in the world, and what wonders have not been accomplished. Enough saving is effected in fuel and oil consumption to pay for the special supervision required to bring it about. Actually railway men in government employ had the sense to do on the Isthmus what they had been taught to do at home. Mirabile dictu. Manifestly the thing to do is to starve our railways until they come to the Brandeis frame of mind and learn to pick up pins. It is a fair inference that where they have done this Mr. Brandeis would favor allowing them six cents a mile passenger fare and per ton of freight. It would be interesting to learn whether Col. Goethals himself believes that he can teach railway managers how to operate their properties more economically. —Railway Review.

MAIL-PAY COMMITTEE APPEALS TO CONGRESS.

The Committee on Mail Pay, Ralph Peters, New York City, chairman, has again memorialized Congress concerning the anomalous and inequitable conditions which the government imposes on the railways of the country in this matter, and four definite suggestions are offered, namely:

1. That the mails should be weighed annually (instead of quadreannially, as at present) and payment made for the weight and distance carried.

2. That mail apartments in railroad cars fitted up as traveling post offices should be paid for.

3. That side and terminal passenger service between railroad stations and post offices, and other special services, should be paid for.

4. That all rates of pay and conditions of service should be definite and not subject to the discretion of employees of the Post Office Department.

It is the belief of managers that the adoption of these general principles, and establishing fair units of pay will remove this complicated subject from public controversy. The memorial fills a pamphlet of 25 pages and explains the mistaken and prejudiced methods which the Post Office Department has followed in its arguments against the railroads.—Ry. Age Gazette.

TRAIN ACCIDENTS—UNCLASSIFIED.

(From the St. Louis Republic.)

Near Edwardsville, yesterday, an Illinois terminal freight train of 66 cars detached from the engine, coasted down a hill, crashed into the engine and thence, with the tender on top of a coal car and another car torn from its trucks, passed safely over three bridges. Brakemen in the caboose at the end of the train knew nothing of the accident until it was all over. The engineer and fireman, who were at their posts when the crash came, escaped injury.

The string of cars had been stopped near the top of the hill, and, after doing some switching, the engine proceeded down the hill to take water at a tank a quarter of a mile ahead.

When the train began to move slowly the brakemen in the caboose thought the engine had hitched on, and paid no attention. By the time it reached the engine the train was moving rapidly and, while the crash hurled the tender on top of a coal car and tore away the trucks from beneath another car, the pace was not slackened nor was the shock felt by the crew in the caboose.

Pushing the engine before it, the runaway rushed westward and crossed the Cahokia Creek bridge, which is 70 feet high, and then another high bridge over an arm of the creek, finally coming to a standstill on level ground.

ON THE EFFICIENCY AND PUBLIC SPIRIT OF GOVERNMENTS.

The ease with which many persons can make themselves believe whatever they wish to, regardless of facts and logic, is truly very remarkable. All over this coun-

try there are men, newspapers and magazines that daily inveigh against the municipal, state and national governments for incompetency and ignorant or culpable disregard of the interests of the public. They denounce their city governments for the inefficiency and grafting of their police departments and for being dominated by bosses. They denounce their state governments for not passing legislation to remedy the slow procedure of the courts, or because, as recently in West Virginia and Colorado, they fail to deal fairly or to deal effectively with labor conditions and lockout and strike outrages. They denounce the federal government because, as some say, the passage of the Panama canal act was a violation of a treaty solemnly entered into, or, as others say, because the legislation now proposed to repeal that act would be a cowardly surrender to John Bull, and they denounce it for pork-barrel legislation, for failure to solve the trust problem, for failure to have the army and navy in a state of preparedness to deal with such crises as that in Mexico, and so on. Having thus established the utter incompetency and immorality of practically all the governments of the country, great and small, their failure to perform their primary duties, their utter disregard of the public interests, the same men, newspapers and magazines swiftly wheel about and advocate municipal and government ownership of public utilities, telegraph and telephone systems, coal mines and railways on the theory that in managing them the governments would be eminently efficient and would be influenced by no consideration except the public welfare. People who can start from such premises and arrive at such conclusions have heads made of ivory of a rare degree of solidity.—Railway Age Gazette.

ORGANIZATION FOR PERMANENT WORK TRAIN SERVICE.

By G. J. Sharkey.

New York Central & Hudson River,
Kingston, N. Y.

A work train crew should consist of the regular train crew, an experienced conductor, a foreman who is familiar with all kinds of track work, and a force of 15 laborers who have had experience in track or section gang work. The equipment of the train should include a regular caboose, laborers' riding car and tool car. The caboose should be equipped with suitable table or desk for making out reports and properly caring for report blanks and train service supplies. The laborers' car should be furnished with seats running lengthwise of the car for the convenience of the men while riding over the road; also a large stove to warm their dinner pails or dry their clothing, as they are often forced to work in inclement weather, as at slides, wrecks, etc. These little attentions to the men create satisfaction which is the secret of good results.

The use of a permanent work train not only insures a conclusion of a particular piece of work, but does away with constant interruption of regular work and the disorganization of methods. A work train is a valuable safeguard in time of wrecks, derailments, slides, etc. It is not only valuable in its availability as a means of getting wrecking equipment to the scene of trouble, but its force of laborers are at hand to assist in the wrecking and the repair of tracks.

In handling work trains the secret of good results in perfect co-operation. This starts with the dispatcher in giving the conductor protection and opportunity to cover his ground. Then the conductor should be alert to cover the ground laid out, and the foreman and men correspondingly interested in the work. A fair day's work should be mapped out by the supervising head, as there is a certain amount of pride in having accomplished the work desired, which acts as a stimulus for work to follow.—Railway Age Gazette.

Railways operating through Iowa refuse to come under the Iowa employers' liability and workmen's compensation law. They have refused to make reports to the state labor commissioner on accidents which occurred through the operation of their lines, asserting that they are under the federal liability law and that their employees cannot claim protection under the Iowa statute. The roads are already reporting accidents occurring in the state to the state railroad commission, and this they claim to be sufficient.

THE BIRD AND THE HYPHEN.

A teacher in a lower grade was instructing her pupils in the use of a hyphen. Among the examples given by the children was "bird-cage."

"That's right," encouragingly remarked the teacher. "Now, Paul, tell me why we put a hyphen in 'bird-cage.'"

"It's for the bird to sit on," was the startling rejoinder.

ONE WORK TRAIN FOR TWO DEPARTMENTS.

By C. B. Finnell.
Traveling Secretary to General Superintendent, Chicago, Burlington & Quincy, St. Louis, Mo.

Superintendents should not, as a rule, permit a work train to be ordered for a small amount of work for one department without inquiring as to immediate needs of other departments. By following this rule, a work train can often be ordered for a day's work and put in five hours for the roadmaster and five hours for the master carpenter.

It often proves economical and in some cases, on account of the density of traffic, absolutely necessary to build spur tracks at the scene of the work, so the work train can jump in when scheduled passenger trains are due and when freight trains show up. This avoids the necessity of the work train running to the nearest station to get into the clear. This can be worked to great advantage at bridges.—Ry. Age Gazette.

EASY ARGUING.

(From the Saturday Evening Post.)

In the pages of the Congressional Record we find this—and, with some variation of details, much the same stuff is repeated there several times:

The railroads of the United States are capitalized at twenty billion dollars, on which they earn five per cent. a year; but they are capitalized at twice their true value. The government can buy them at their true value, borrowing the money for that purpose at three per cent., and make a sure, immediate profit of the difference between twenty billions at five per cent. and ten billions at three per cent., which would come to seven hundred million dollars a year, or nearly enough to pay its running expenses.

Except that the railroads do not earn five per cent. on twenty billions, are not capitalized at twice their value, and the United States could not borrow ten billions, or anything like that sum, at three per cent. interest, this argument is unanswerable.

WHERE DEMAGOGUES ACCUMULATE AND POPULATION DECAYS.

Iowa had the unenviable distinction of being the one state which suffered a net loss of population between 1900 and 1910. Statistics recently made public by the Bureau of the Census show that the decline of the state's population has continued up to the present. As was lately remarked in these columns, Iowa has forged ahead of Kansas in the procession of those commonwealths which devote themselves chiefly to devising cruel and unusual punishments for the capitalists who venture to invest within their boundaries. Iowa ought to have more distance state freight rates. It ought to have more civic organizations like the Greater Des Moines Association to hammer down interstate railway rates. It has Messrs. Cummins and Kenyon in the senate to advertise the state's profound antipathy to the development of railways by private companies and its growing sentiment for government ownership; and it ought to fill its delegation in the House of Representatives with statesmen of the same kind. It has Clifford Thorne on its state railroad commission to appear as counsel for shippers' organizations before the Interstate Commerce Commission and to compile barrels of statistics misrepresenting railway operation and its results in every detail; and it ought to put two more men of the same type on its state railroad commission. Having made these improvements in its state and interstate freight rates, in its civic organization, in its delegation in Congress and in its railroad commission, Iowa doubtless would be able to accelerate the downward tendency of its population until soon there would be left in the state no men of thrift, no men with old-fashioned ideas regarding the rights of property, no men with the antiquated notion that producers have the same right as demagogues to compensation for the services that they render. "Ill fares the land to hastening ills a prey," where demagogues accumulate and industry and population decay. It is notable, in this connection, that the population of Iowa steadily increased until the decade beginning with 1900; and that the present reign of the radicals began with the election of A. B. Cummins as governor in 1902, and that the decline in population has proceeded steadily since that time. We commend Iowa's experience to the study of other states which may have ambitious Cumminses, Kenyons and Thornes in their midst.

GOVERNMENT OWNERSHIP.

(New York Telephone Review.)

"Many of the foremost advocates of Government Ownership abroad believe it would be a failure in America. They admit that no telephone service in the world can be compared with that rendered by the Bell System; that no important advances have been made in the art of telephony outside

of America, and that the rates in America are low in comparison, considering the relative value of money, the superiority of our service and the provision for maintenance, reconstruction, depreciation, and development.

"These facts are equally well known in America, and many of the ablest economists and the leading statesmen have opposed Government Ownership in this country as being un-American and dangerous in the extreme.

"The arguments in favor of Government Ownership in America are theoretical, ignoring the experience of foreign governments and all the experiments in government ownership that have been made in this country. There have been such experiments right here in the United States, and their dismal failure conveys a warning that should be heeded."

The magazine supports its contention by printing an interview with representatives of the government owned telephone system in Hungary who spent several months in America studying its telephone system. They compared in detail the service in America and Hungary and frankly admitted that from every standpoint the American system is infinitely superior.

MAN WHO DELIVERS THE GOODS.

There's a man in the world who is never turned down, wherever he chances to stray; he gets the glad hand in the populous town or out where the farmers make hay; he's greeted with pleasure on deserts of sand, and deep in the aisles of the woods; wherever he goes there's the welcoming hand—he's the man who delivers the goods.

The failures of life sit around and complain the gods haven't treated them white; they've lost their umbrellas whenever there's rain, and they haven't their lanterns at night; men tire of the failures who fill with their sighs the air of their own neighborhoods; there's the man who is greeted with love-lighted eyes—he's the man who delivers the goods.

One fellow is lazy and watches the clock, and waits for the whistle to blow; one has a hammer, with which he will knock, and one tells the story of woe; and one, if requested to travel a mile, will measure the perches and roods; but one does his stunt with a whistle or smile—he's the man who delivers the goods.

One man is afraid he'll labor too hard—the world isn't yearning for such; and one man is ever alert, on his guard, lest he put in a minute too much; and one has a grouch or a temper that's bad, and one is a creature of moods, so it's hey for the joyous and rollicking lad—for the one who delivers the goods!—Walt Mason.

The Southern Pacific reports that the accident record of the road for March was one of the best in its history. Not a single fatality, either to a passenger or employee, occurred from the operation of trains or in industrial pursuits. The Pacific system, 6,380 miles, carried 3,079,000 passengers an aggregate distance of 102,655,000 miles in March without a single injury; and of the 43,000 employees only one was injured in an accident. The Southern Pacific has a record of having operated its entire line for five years and eight months without a fatal accident to a passenger resulting from train operation.

On the Cleveland division of the Baltimore & Ohio, the "safety first" movement has been expanded into an efficiency movement, with a gratifying degree of success; and now the superintendent, Mr. Lechlider, proposes to the employees that they go a step farther and include in their program a more intimately personal element; safety, efficiency, thrift. The Baltimore & Ohio for years has had a relief department, and in this department there is a savings bank, conducted for the benefit of all employees of the road; and it is proposed to "boost" the savings department by encouraging employees to buy for themselves homes. This department owns a house at Lorain which it will sell for $1,900; the first payment to be $100. Thereafter monthly instalments of $22.50 would be paid until the whole sum is liquidated.

On the Chicago Great Western, according to a statement made by the superintendent of telegraph, experiments have been made with the dictaphone for the purpose of conveying to the train dispatcher information of the movements of trains at stations where no operator is on duty. By means of a selector, the dictaphone apparatus, at the station, is connected to or disconnected from the telephone line at will; and, with the instrument connected, the dispatcher, 57 miles away, heard the ringing of the engine bell, the exhaust of the engine and the roar of a train passing the station, with all desirable distinctness. Other noises around the station were also heard. The dispatcher recorded the arrival and departure of a passenger train, identifying it by the noise of loading milk cans; and subse-

quently he corrected the agent when he made a mistake of two or three minutes in reporting the time of that train.

President W. G. Bierd, of the Chicago & Alton, has recently introduced on the Alton a plan for handling the assignment of crews, which he had previously tried with success on the Minneapolis & St. Louis. Day and night crew dispatchers have been appointed for the principal engine terminals to have charge of the calling and assignment of both engine and train crews and cabooses, thereby concentrating duties that have been divided between the trainmaster, train dispatchers, yard masters and enginehouse foremen. It is believed that the plan will eliminate friction and avoid a great deal of overtime which is caused, for example, by calling train crews too long before an engine is ready for a train, or by calling engine crews too long before a train is ready. The crew dispatchers are located near the enginehouse and are in touch with the train dispatchers by telegraph and telephone.

DICTAPHONE IN RAILROAD OPERATION.

By G. O. Perkins, Superintendent Telegraph, Chicago Great Western Railroad.

The Great Western made a bit of history the other day when a new device for automatically conveying information regarding train movements to the dispatcher was given its first test, and, it may be added, a completely successful test.

The experiment was no less than the application to railroad operation of the famous dictaphone, hitherto used chiefly in detective work.

By means of an electrically operated switch, controlled by the station selector, the dispatcher can connect the dictaphone to this telephone circuit at will, and as readily disconnect it.

So perfectly does the device work that the dispatcher at St. Paul, fifty-seven miles from Nerstrand, can hear a locomotive whistle half a mile from the station, hear the exhaust of the engine, the ringing of the engine bell, the roar of the train as it passes the station, as distinctly as though he were at Nerstrand.

In fact, much fainter sounds are transmitted perfectly the entire length of the 180-mile circuit. The noise of a farm wagon crossing the track nearly a block from Nerstrand station was plainly recognizable, as were the twittering of birds, the ringing of the distant school bell, roosters crowing, etc. Conversations in an ordinary tone of voice held by persons standing on the station platform are conveyed as distinctly as though the speakers were talking into the transmitter of the operator's telephone.

Nerstrand has no night operator. It is situated at the top of a long, steep hill, where freight trains sometimes get stalled and have to double. It is important that the dispatcher know how trains on the hill are doing, and whether or not they are doubling, in order to figure on meeting points for opposing trains.

The dictaphone gives him this information with absolute accuracy.

Jake Stresser, the agent at Nerstrand, found this out the first day the trap was put in. Although Jake was on duty, the dispatcher cut the dictaphone in when No. 46 was due, just to see how it worked. He heard the train pull in and stop at the milk stand; he heard the loading of the cans and the railroad language used by the brakeman in hastening the process. Finally he heard the conductor cry, "All Aboard," and heard the train pull out.

A little later Jake came to the telephone and said: "O. S. Nerstrand No. 46 arrived 7:22, departed 7:23." "Jake, what are you giving me?" responded the dispatcher. "That train pulled in at 7:20 and out at 7:25."

Jake thought a moment. "I guess you're right," said he.

The only criticism of the invention that has reached me was made by Superintendent Causey. While he was listening at St. Paul to hear a freight train come up the hill a flock of sparrows were chirping around the station, and I asked him if he could hear them. "Yes," he replied, "but what I want is a dictaphone that will make a noise like a chicken." — Great Western Employees'

SAFETY ON THE GRAND TRUNK.

That the safety committees of the Grand Trunk Railway are doing most effective work in the prevention of personal injuries is clearly shown by a statement just issued by Mr. Geo. Bradshaw, safety engineer of that system. From September, 1913, to February, 1914, inclusive, there was a decrease of forty-six per cent. in the number of employees killed and a decrease of sixteen per cent in the number injured including all classes of injury serious or trivial, as compared with the corresponding months of 1912 and 1913. The safety movement was put into effect on the Grand Trunk in August, 1913.

CONSULTING AUTHORITY.

Hang up your caps and lanterns,
And pray don't take it hard;
Your engine's been white leaded,
Your train's in storage yard.
You ask what's hit the payroll,
And why is traffic flat?
Consult the railroad expert,—
Ask Mr. Brandeis that.

Your overalls are safe there,
On shop and roundhouse wall;
You're men of leisure—10 to 3,—
Some needn't work at all.
You wonder why equipment
Is fixed less frequently?
That needs an expert answer,—
Consult with Mr. B.

Throw down, along the section,
Your crowbar, jack and tamp;
Henceforth not roadbed gravel
But city streets you'll tramp.
That maintenance is padded,
You rather disagree?
A question scientific,—
Confer with Mr. B.

You puddlers, mixers, rollers,
Your schedules and your scales
You find are growing shorter
On switches, frogs and rails?
You ask what's hit the market
For rail and frog and switch?
There may be expert reasons,—
Let Mr. B. say which.

Why is the 10:11
Merged with the 11:10?
Where is our extra smoker?
Where our new station and when?
Calm yourself, Mr. Sububs,
And take your petty woes
To an expert in railroad science,—
Ask Mr. Brandeis those!

—Boston News Bureau Poet.

COME OFF! WHADDYE MEAN, POOR CONTROL?

(From the Press Dispatches.)

"A. Johnson of Waco pitched one inning, and during that reign gave six bases on balls, made two wild pitches and one wild throw. He had poor control."

HE KNEW.

"Now," said the clergyman to the Sunday school class, "can any of you tell me what are sins of omission?"

"Yes, sir," said a small boy. "They are the sins we ought to have done and didn't."

REFUSAL TO PERMIT FAIR RATES AMOUNTS TO DESTRUCTIVE TAXATION.

From time to time, certain writers and speakers on economic subjects call transportation charges a "tax." Apparently their theory is that transportation should be free like the air we breathe and that it is a commodity to which every one is entitled without money and without price. They would hesitate to make this claim in so many words, because the bare statement proves its absurdity. If the cost of transportation is a tax, food is a tax, clothing is a tax; and all the necessities and luxuries of life are taxes.

The primary meaning of "tax" is "an enforced proportional contribution levied on persons, property or income by the authority of the state for the support of the government." Because taxes were often burdensome and believed to be unjust, they have always been more or less odious. Hence any charge or cost which seemed oppressive or constituted an unfair demand or strain or required and enforced payment in excess of value received, came to be designated as a tax. Even in this sense a charge is not properly called a tax unless it is clearly exorbitant and oppressive, and is made by a practical monopoly from which there is no escape.

Railway transportation requires large investment of money in plant and continuous expenditure in operation. The carriers are entitled to fair average return on their investment, commensurate with profit made in other lines of business. In prosperous years they are absolutely entitled to make sufficient to tide them over unprofitable years and to recoup for past years of loss. These things must be taken into the consideration in determining whether rates, existing or proposed, are excessive for the carriers and oppressive to the public.

It is evident also that the earnings of a given carrier may seem to be excessive without being oppressive or burdensome to the public. The public, served by that particular carrier, shares in its prosperity and benefits by the excellence of its service in promptness, reliability and safety. Travelers flock to it and freight offers itself in spite of the fact that other rails are at their doors. Industry thrives along its lines; and the prosperity of the road and the territory is mutually reflected.

Manifestly the less prosperous road bidding for the same business, cannot charge higher rates. It may be also that the less prosperous road cannot continue to exist at

the current rates, because it cannot get fair returns on its investment. If it goes to the wall, the process must be repeated and ultimately the road be absorbed into the more prosperous system; or if that is not permitted, the district which it serves will be deprived of needed transportation facilities. In deciding, therefore, whether the general rate structure is too high and imposes a burden upon the public in excess of the value of the service rendered, the true criterion must be the situation of the weaker lines. These lines are absolutely necessary and public welfare demands that they provide efficient and safe service. Rates must enable them to do this, even although they permit the stronger roads to make larger profits. In every industry there are establishments which reap large returns as a result of foresight, industry, patience and good management. It is as impossible to put a dead level of percentage return on railways as it would be on any other industry or on any learned profession.

In the sense that an undue and oppressive burden or strain is a "tax," the United States is now taxing its carriers to the breaking point, by refusing them permission to increase their rates to meet the increased costs of construction, maintenance and operation. Real taxes, levied for support of government, had already been imposed by every taxing body far in excess of the proportions levied on other classes of property. The carriers in the official classification territory ask for fifty millions of dollars more operating revenue. Even this will not "make good" and enable the weaker lines to meet the public service demands upon them. To withhold this increase is to impose a tax in the sense of an oppressive burden upon the carriers. It is taking from them their legitimate and due earnings, not "for purposes of government," but to bestow upon the public or a portion of it. The imposition of this oppressive burden upon the carriers, moreover, does not render any material assistance to either the shipper or the consuming public. In fact, they don't want it and cannot discern that it benefits them. Yet the government takes it from the carriers and distributes it in the form of largess to unwilling recipients. Like the theft of reputation, this burden does not enrich anyone but makes the carriers "poor indeed."

The attempt is made by paid attorneys and political agitators to put this in a different light to the public. They denounce the carriers for attempting to levy additional "tax" upon the country, whereas the fact is the reverse. The government is "taxing" the railways, to the breaking point by withholding the revenue that on all principles of business and equity is fairly theirs. The railways are struggling against oppression rather than seeking to oppress. Iniquity may be perpetrated under forms of law and the taxing power of the national legislature is practically unlimited. It may destroy vicious and undesirable commerce simply by taxing; but when it aims to destroy all commerce by oppressive burdens, the end can only be subversion of good government.

EDISON'S DREAMS.

Mr. Thomas A. Edison, in 1884, in predicting the uses of electricity in fifty years, said:

"As to the changes which will be effected by electricity within fifty years in the city of New York, I would say that I believe electricity will propel the cars of the street and elevated railroads, light the city within and without its buildings, furnish power for all purposes, work telephones and burglar alarms, deliver the opera, convey parcels, detect and signal fires, operate fire engines, and possibly displace animal locomotion for vehicles."

In commenting on this prediction the editor of the Shreveport (La.) Times at that time said that these predictions "established Edison's right to membership in the Dreamer's Club."

"We of today," the Times continues, "can hardly realize that there were no electric street cars in 1884, no electric lighting systems, no great telephone systems, no pneumatic tubes, no electric fire alarm systems, no automobiles. Mr. Edison was called a dreamer because he forsaw all these things. What would have been thought of him if he had predicted that in thirty years men would be flying around in the air in great bird-like machines, that their voices would be reproduced by the phonograph long after they were dead, that their actions would be thrown upon a screen in so lifelike a manner as to be veritable 'living pictures,' and that wireless messages would be sent through the air for hundreds of miles?

"Every one of Edison's dreams has come true and many more things even more remarkable and more wonderful. Isn't it interesting to speculate, in the light of what has happened in the brief space of thirty years, as to what the next thirty years will hold for mankind?"

AN UNSUNG HERO.

(By Berton Braley.)

They have told you for years of the "brave engineers"
Who pilot the trains to the station;
And they've caroled to you of the "overalls blue"—
The badge of a worthy vocation.
Now I'm full of praise for the engineer's ways,
And to glorify them none is quicker,
Yet let me be heard as I venture a word
For the man at the telegraph ticker.

Clickety-click! Clickety-click!
Hear how the instruments chatter and dicker,
Daytime and night, swifter than light,
Orders for trains from the man at the ticker!

The engineer's brain is concerned with one train,
Dispatchers must think about many,
And to handle the lot with the Morse dash-and-dot
Needs a head that is equal to any.
So the engineer smiles as he reels off the miles
With his train orders fresh as he takes 'em;
But the hero to me is the man at the key,
The nervy dispatcher who makes 'em!

Clickety-click! Clickety-click!
There goes the limited—flash and a flicker—
One little hitch—train in the ditch!
Nice ticklish job to be man at the ticker.

When the flood's running high and the time-card's awry,
And the schedule's busted to flinders,
He must get the line clear for the trains far and near
No matter what obstacle hinders!
Till the tangle is straight he is "Boss," he is Fate,
There is no one to question or bicker;
Whether four tracks or one, all the traffic is run
By the man at the telegraph ticker.

Clickety-click! Clickety-click!
"Send on the wrecker at once if not quicker;
Train's jumped the rails," somebody wails—
Action's the word for the man at the ticker!

It's a big game of chess with no "chances" or "guess,"
And the board is a busy division,
For a move that is wrong might be death to a throng
In a smash or a head-on collision.
Your life's in his hand when you travel on land;
And, as heroes are measured, his stature
Will loom up right near to the "brave engineer"—
I drink to the nervy dispatcher!

Clickety-click! Clickety-click!
Wife may be sick and the baby be sicker;
Still he must stick right at his trick.
Here's to the man at the telegraph ticker.

—Popular Magazine.

WILL USE OIL FOR FUEL.

An inspection trip has been made by the chief engineer of the Canadian Pacific Railway to Vancouver and Victoria for the purpose of investigating the cost and feasibility of using oil in the locomotives on the Cascade sub-division of the British Columbia division, both in passenger and yard engines. Oil tanks will be established at Vancouver, Coquitlam, Mission Junction and North Bend to supply the fuel for the locomotives. The work of converting will be done at the local shops. Oil has been used for fuel purposes for some time on the sections between Kamloops and Field, and it is planned to extend the system to the other portions of the road. Engines on some of the branch lines of the Province have also been using oil for fuel. After the engines on the Cascade division have been changed and placed in commission it is intended to extend the plan to the section between North Bend and Kamloops, completing the change on the entire British Columbia division.

TELEPHONE TRAIN DISPATCHING.

The telephone is now in use for train dispatching and for sending messages on the entire line of the Cincinnati, New Orleans & Texas Pacific Ry. (Queen & Crescent route), between Chattanooga, Tenn., and Cincinnati, Ohio, the line between Chattanooga and Oakdale, Tenn., having just been completed and put in service. Work is progressing on a telephone line from Chattanooga to Meridian, Miss., covering the entire line of the Alabama Great Southern R. R., upon the completion of which the telephone will be used exclusively from Cincinnati to Meridian.

THE RAILROADS, THE GOVERNMENT AND THE PARCEL POST.

On January 1, 1913, after a great deal of discussion and much learned debate, the long talked of Parcel-Post went into effect in this country. That it has met with immense success has been demonstrated beyond question. The railroads, however, have found that it is not by any means an unmixed blessing. As soon as the new system went into effect, the great transportation companies found that to cope successfully with the situation, necessitated the employment by them of a large number of additional men to look after the mail matter, more cars were needed, and they were called upon to spend millions of dollars, at a time when the financial stringency rendered money hard to find. But the railroads were equal to the occasion, the orders went forth, the extra men were taken on, the necessary additional rolling stock was provided, and what was of much greater importance, in spite of hard times and tight money, they found the funds, and the business of the public went on as usual. The matter was brought to the attention of the Government, but although there have been repeated assurances that the matter was "receiving careful consideration," nothing really definite has been done, nor does there appear to be any likelihood of any immediate solution of the problem. In the meantime, the railroads continue to lose money daily.

Our authorities at Washington might well take a lesson from our Canadian cousins. Our neighbors in the Dominion to the north of us ponder carefully before they introduce any innovations. Very carefully and closely did they watch Uncle Sam's Parcel-Post venture, and they thought fit to approve. The outcome was the announcement by the Canadian Postmaster-General a short time ago, that the parcel-post system would become an accomplished fact in Canada, on February 10th. The Postmaster-General, however, made another and much more interesting announcement. He stated that he had conferred with the heads of the different transportation systems in that country, and a mutually satisfactory agreement had soon been reached, whereby he had arranged on behalf of the Canadian Government to reimburse the railroads for the extra expense which would be incurred by them, under the new system. We venture the conjecture that, if after a time the railroads find that this amount is insufficient, there will be no long drawn out controversy, but the Government will meet the railroads, not in a "chip on the shoulder" spirit, but as one business firm discusses a contract with another, and the matter will be amicably settled in the straightforward, direct, businesslike way, so typical of modern methods.

Johnny Canuck has the reputation of being farsighted and canny in all his dealings, and the same characteristics apparently extend to the seat of government at Ottawa. A little more of this straightforward facing of an issue, such as the claim of the railroads for just and equitable remuneration for services loyally rendered, and duties effectively and efficiently performed, in spite of great apparent difficulty, and a little more of their directness in arriving at an amicable settlement, instead of the old-time, outworn, "red tape" system of "careful consideration" would be more in keeping with present-day business methods, and would result in a much more friendly relationship between the railroads and the Government. Canada suffered too long through the lack of railroads, and now since she has them, she realizes of what great service they have been in the opening up and colonization of her great West, and is therefore prepared to meet them in a fair spirit. The Canadian Postmaster-General is to be congratulated on his satisfactory solution of this problem, and it is to be hoped that now no time will be lost by our own Government in recognizing—although tardily—the justice of the claims of the railroads for compensation.—Railroad Men.

OPPORTUNITY.

Master of human destinies am I!
Fame, love and fortune on my footsteps wait.
Cities and fields I walk; I penetrate
Deserts and seas remote and passing by
Hovel and mart and palace—soon or late
I knock unbidden once at every gate!
If sleeping, wake—if feasting, rise before
I turn away. It is the hour of fate,
And they who follow me reach every state
Mortals desire, and conquer every foe
Save death; but those who doubt or hesitate,
Condemned to failure, penury and woe,
Seek me in vain and uselessly implore;
I answer not, and I return no more!

—By John J. Ingalls.

Some people will never learn reverence. Up in Greene county some zealous person painted on a big rock beside the road: "Where Will You Spend Eternity?" The enterprising advertising man came next, and finding a smooth surface underneath, added: "Use Omega Oil for Burns."

TWO KINDS OF EXECUTIVE.

We take this opportunity of pointing out one lesson to be learned from the operations of the master mind which has built the Panama Canal; a lesson for executives and assistants alike.

Colonel Goethals authorized the following statement as to one of the canal commissioners, Colonel Hodges: "Charged with the solution of the most important engineering problems of the canal, it can be truthfully said of him that the canal could not have been built without him," and in a statement as to the value of the services of another of the commissioners, Civil Engineer Rousseau, "he has been as indispensable to me as Colonel Hodges."

All who have been privileged to observe the organization of the force on the isthmus and the work it has done, agree as to the loyalty, zeal, devotion and spirit of assistants and employees. These authorized statements give us an idea of how this esprit —for the lack of a better general term—was fostered.

The really "big" man, the successful executive and administrator, parcels out the work to his assistants, gives them supremacy in their respective fields, and backs them up; when they succeed he publicly gives them the credit for doing the work, literally advertising them, their work, and their capabilities.

Upon analysis of the results of this policy, it must be evident that the greater renown attaches to his name; for it is he who has selected these assistants, judged their worth, trained them, directed their efforts, inspired them and controlled them. When he praises the deserving assistant he, perhaps unconsciously, but none the less effectively, shows evidence of his own sagacity and ability, and he shows his caliber.

It is the small-minded executive who fears to boast of his fine assistants, lest to them should go the credit for their work. His assistants, as a rule—and not unnaturally, we think, nor without justification—are on the lookout for another field; rather than for opportunity to do more where they are; their full capacities are not developed; their spirit is repressed, rather than fostered. It is this sort of executives who "uses" assistants and "drops" them.

The broad-minded executive develops his good men, works them into positions of increasing responsibility and opportunity, and is in turn carried by them to successes unattainable without their assistance. They work for him better than they know how.—Exchange.

IT IS WORK THAT DOES IT.

Your aspiration as a boy was to be a policeman—or was it a fireman? He was the biggest man in the block and didn't everybody know him! And didn't everyone speak to him! And wasn't he the cynosure of all eyes when the excitement was at its height!

But, today, your horizon has broadened. Mr. Policeman is all right—only, to you, he is now but a part of the scenery. You hear talk of the "big interests," and if you analyze your feelings you find yourself looking at the president or general manager of a big corporation much as you used to look at that policeman or fireman. You used to think that big policeman, besides being a most fearsome proposition, was one of the Lord's specially created handiworks, but you know better now.

Today, you look at that big man you hear so much about and you wonder how he did it. You and your friends talk it over and call it luck. But, you know better than that. You know nobody ever handed you anything on a silver platter, nor are they liable to. It's Work, Work, well directed Work—and Work only that did it.

The good Lord endowed you with the same kind of brain he gave him—and then turned you loose. It wasn't any better brain that he gave him either.

If anybody told you that you could some day fill that big man's position you would probably look at him in surprise. Still anything today seems within the range of possibility, so why shouldn't you? He didn't get there in a day. You can't. He grew to it. You have got to do the same thing.

To stand still is an impossibility.

Are YOU going forward—or backward? —Ex.

It is only fair to state that this was written before the days of government by commission:

"A man's learning dies with him; even his virtues fade out of remembrance; but the dividends on the stocks he bequeathes to his children, live and keep his memory green."—Holmes.

CAR SURPLUS AND SHORTAGE.

A. R. A. Bulletin No. 167 gives a summary of the car situation on May 1, 1914, with comparisons as below:

May 1, 1914	230,533 cars
April 15, 1914	212,869 cars
May 1, 1913	39,799 cars
April 25, 1912	138,881 cars
April 26, 1911	187,006 cars
April 27, 1910	96,319 cars

"THE GOOD OLD TIMES."

A Trip With Freight Train in 1898 Under Conditions Which Obtained Before General Adoption of Automatic Coupler and Air Brakes.

By D. T. Hanna, in "Railroad Men."

On February 15, 1898, Conductor John Doe reported for duty at Terminal "A" 6:30 p. m., to cover local pick-up and drop train No. 82, Engine 342, consisting of 26 cars, scheduled to leave at 8:00 p. m.

The terminal duties were as follows: ascertain location of cars on various tracks, make record of number, initials and destination of all cars, check way-bills, examine and make record of all seals, assist and see that all car doors were closed, couple up cars and shift them together from the various tracks, placing those for local points together wherever possible, which, however, was difficult on account of the varying heights of couplers. On account of a prevailing period of extreme cold and snowy weather a large number of links of pins had been broken and a sufficient number had not been furnished to replenish this supply at all terminals. It was further necessary to make a careful inspection of all hand brakes, in connection with which several broken chains, ratchets and dogs had to be repaired and adjusted. Train left terminal at 8:00 p. m.

At "B" there were six empty cars to be picked up and upon arrival there they were found behind 15 other cars on siding with eight links and three pins missing. It was necessary to take that number of links and pins from cars in train to couple siding, all of which had to be put back after switching was completed.

Train consisted of 31 cars leaving "B." There were five empty box cars to move from contractor's siding one mile from main line at "C" and ten cars of cement to be placed for unloading. At "C" train ran by switch on account of hand brakes not holding. Engine could not back train, making it necessary to cut off behind twelfth car, run down to station siding and set the string off there, then return with engine, head in on switch for empties, set out ten cars of cement on main line and then proceed to end of switch, a mile distant, for the five empties. Upon arrival there found two links missing, making it necessary to go back to main line, take links out of cars in train, then set five empties out and place the ten cars of cement where the five empties were standing, taking three links out of these ten cars in orper to couple up train.

Train then proceeded to station siding and picked up the twelve cars left there, and, in coupling, found that, on account of difference in height of draw-bars in the rear car of the twelve and the head car in rear portion of train, it could not be coupled without the use of a "three-linker." Brakeman was sent to caboose for a link of this type and applied it. In the meantime it had commenced to snow, making it impossible to see for more than ten car lengths. This necessitated men moving back and forth on top of train to pass signals and to make sure that train was intact. While train was moving over the first sag south of "C" a "three-linker" was broken. The head end was kept moving until rear portion was stopped, then, on account of no more "three-linkers," it was necessary to make a "Dutchman" to couple cars. (This was done by using three links and three pins.) Brakeman was stationed at the cars where the "Dutch" coupling was made to watch for possible brake-in-two.

After running about two miles, one of the pins dropped out of the "Dutchman" on account of slack in train, which resulted in train parting, the rear end colliding with head portion, knocking draw-bar out of the last car in head end, putting out lights in caboose and upsetting dinner buckets and oil cans. As there were no chains on train it was necessary to take front portion of train four miles to "E" and place car with damaged draw-bar on siding and then return for balance of train and proceed to "E" and pick up damaged car behind caboose. In doing this, on account of storm and inability to see signals, train backed into damaged car with sufficient force to knock north end of truck of caboose off center. It was then necessary to go to section house, half a mile away, get track jacks, jack up caboose and place it back on center.

After leaving "E" a hot journal developed on ninth car in train. It was found that brass was broken and, after cooling journal with ice and snow, jack was brought from caboose 25 car lengths away, car jacked up, new brass applied and another start made. After going about two miles, fire was observed flying from underneath train. Upon bringing train to a stop it was found that a brake beam was dragging, making it necessary to get wrench and take down all connections on brake beam; some nuts could not be turned and a cold chisel had to be obtained from engine and nuts cut off.

At "F" the fifteenth car was to be set off. In trying to pull pin behind this car found that both pins were bent and it was necessary to go to engine, get coal pick and drive out one of the pins. They were so tightly jammed that they could not be removed in this manner, making it necessary

to go to section house for track hammer and track chisel and cut off one end of one pin. The loss of this pin made it necessary to use two eight-inch bolts, which, after considerable delay, were found in the section house. Owing to the delay previously described, train was unable to make regular passing point and, as a result, took station siding at "G" for two sections of KN-4, a fast freight.

The capacity of this siding was 31 cars, and five cars on siding. Train pulled in on track and shoved through to other end to clear main track with rear of train. After first KN-4 arrived, train backed around them on main track and then pulled in for second KN-4. In doing this pin broke behind tenth car and the only pin available was the one in head end of fifth car that was on siding, which was obtained and train coupled up when second KN-4 arrived and departed. All of this work was done in a driving snow storm without protection by any form of block or fixed signals and, in addition, the switches used were not equipped with switch lights.

On the hill about two miles south of "G" found second KN-4 stalled. Cut off engine and assisted them four miles over the grade. While this additional work was being performed the engine ran out of water and had to run light to "H" for supply and then return to train, after which train proceeded and arrived at opposite terminal, using 17 hours and 45 minutes for an 80-mile run.

FORTY-FIVE MONTHS OF SAFETY FIRST ON C. & N. W. RY.

A statement has been issued by R. C. Richards, chairman of the central safety committee of the Chicago & Northwestern Ry., showing that a total of 292 fewer persons were killed and 9,475 fewer persons injured on the Northwestern road during the 45 months ending March 31, 1914, than the number killed and injured in the 45 months' period which ended June 30, 1910. As the "safety first" movement was initiated 45 months ago, the Northwestern ascribes its decrease of 21.9 per cent in the number of persons killed and its decrease of 24.7 per cent in the number of persons injured directly to this movement. Since the inception of this movement four years ago there has been a decrease of 31.6 per cent in the number of employees killed, a decrease of 25.1 per cent in the number of employees injured, a decrease of 23.3 per cent in the number of passengers injured, of 19.2 per cent in the number of outsiders killed, and a decrease of 7.1 per cent in the number of outsiders injured.

REPAIRING RAILROAD DAMAGE.

Quick Work Done by the New Haven After the Hartford Fire.

A railroad division point may be likened to one of the nerve centers of the human body. From it radiate the railroad's nerves terminating in towers and signal points by which the railroad is kept in operation. With the railroad, as with the body, any injury to one of these important centers can cause paralysis and a very serious breakdown of the railroad's functions.

The fire in the Hartford station of the New York, New Haven and Hartford on the afternoon of Saturday, February 21, afforded an illustration of how serious may be the consequence of the destruction of one of these railroad nerve centers and of how quickly a railroad can meet the situation arising from such a cause to the extent of repairing damage before any paralysis can ensue.

The fire in the Hartford station was one of the biggest emergency jobs the New Haven has ever had to tackle, because that station is the headquarters of the Midland division of the road and the meeting point for three divisions—the Midland, Shore Line and Western. It is also used by the Central New England trains. As a traffic point it is the fourth largest on the New Haven system, with a daily train movement of 132 trains in and out of the station.

The fire, occurring at 2:25 o'clock Saturday afternoon, put this station completely out of business at a time when traffic is normally heaviest. The station was gutted; ticket, baggage, express and dispatcher's offices were destroyed and one of the four tracks passing through the station completely blocked with debris. The destruction of the dispatcher's office and of the division headquarters necessarily prevented the communication of train orders. Besides this, all tickets were destroyed, so that paralysis threatened the railroad's system at one of its most important points.

It is part of the railroad business to be ever ready for emergencies. It must have on hand men and materials ready to repair unexpected damage by fire and flood, and, like an army, it must have these forces in mobile groups so that they can be picked up and dispatched quickly to the point of attack. In such emergencies, too, the railroad man must think and act quickly.

Working in the station at the time of the fire were three dispatchers charged with the operation of freight and passenger trains moving over several lines, the safety and disposition of which depended upon their

acting quickly. When the wires were burned out, one of these dispatchers grabbed his train sheet, and, jumping on a switch engine, made for a signal tower one-half a mile east of the station. From this tower he directed temporarily the operation of trains between Hartford and Reading. The second dispatcher turned over the operation of all trains on the Woonsocket branch to Providence, while the third dispatcher made a dash for the Western Union office in Hartford and from there operated all trains between New London and Worcester. In this way not over twenty-five minutes elapsed before the railroad's nervous system was at work again. In the meantime work had been begun picking up wires and establishing a dispatcher's office in the Central New England's office building in Hartford and by 7:30 p. m. all wire communication had been restored and was in full operation.

The news of this fire reached the general manager's office in New Haven at 2:45 p. m. and at 3:15, General Manager C. L. Bardo, with the General Superintendent, Telegraph Superintendent and others of his staff were on the way to Hartford in a special train to take charge. In the meantime, by telephone and telegraph, carpenters, laborers and linemen had been collected at points as far away as Boston and six special trains with the railroad's emergency equipment were racing to the scene of the fire. One of these trains carried lumber for a new station, which was on hand by 7 o'clock that evening. By 4 p. m., the railroad had 150 laborers at the fire and by 9 p. m. 150 carpenters. The emergency boarding train, equipped with a kitchen and sleeping accommodations for 120 men, was sent to Hartford, arriving at 8 p. m. and at midnight this train served dinner to 350 men. The work of removing the tons of debris, of stringing wires, and of building a new station, heated and lighted, was divided, each part under a special foreman. By 10:30 o'clock Saturday night the northbound track had been cleared of its tons of debris and all tracks in service again. The heaviest delay to any single train had been one hour.

At 7 o'clock Monday morning a new station 30x150 feet, steam heated and electric lighted, was opened to the public. A new supply of tickets to take the place of those destroyed in the fire, had been printed in Boston on Sunday under rush orders, and they were on sale Tuesday.

FRISCO CONDUCTORS SUPPLIED WITH BUSINESS CARDS.

A supply of individual business cards and prospective traffic cards has been furnished all passenger conductors on the Frisco system, with a view to having them assist in the solicitation of business. The individual card bears the motto, "It will always be our desire to make your trip comfortable and pleasant on a Frisco train." The prospective traffic card bears the motto, "Let us have opportunity to demonstrate to you that we can handle your carload and l. c. l. business to your entire satisfaction. Our service is strictly first class." This plan of soliciting business is being tried out, based on the fact that passenger conductors are well acquainted with a large number of shippers and receivers of freight and are adding to their acquaintance daily. When a conductor meets a prospective shipper on any one of his trips, he is to hand him one of his business cards, as well as one of the prospective traffic cards. The prospective shipper is asked to fill in the latter, or the conductor may fill it in for him, after which it is to be mailed to the superintendent of the division on which the conductor is employed. The superintendent in turn forwards the card to the proper traffic official or agent. The cards are mailed promptly at the end of each trip. When additional cards are needed, a requisition on the office of the superintendent will bring a new supply promptly. A record of the number of cards turned in by each conductor is kept for comparative and other purposes.

Gentleman, to lady who has taken the seat offered in the tramcar—"I beg your pardon!"

Lady—"I didn't speak, sir."

Gentleman—"Oh, I thought you said 'Thank you.'"

The boastful financier was discussing his career. "I owe my great success and wealth," he said grandly, "to just one thing—pluck." "Indeed! And whom did you pluck?" inquired a bored listener.

"Pop, what is the difference between an artist and an artisan?"

"An artisan, my son, can usually make at least three dollars a day."—Judge.

'NUFF SAID.

"And you like chicken, Sam?"

"Gee! I certainly does, boss."

"And you get 'em once in a while?"

"Oh, sure, boss. Ah gets 'em."

"How do you get 'em, Sam?"

"Well, boss, you know dat ol' sayin', 'Love will find de way.'"

THE BEST DAY IN THE YEAR.

The best day in the year. What day is? Why, TOMORROW, of course.

We don't know whether it will be rainy or fair—but why care? Rain or shine, it will have 24 hours. Time for honest work; for honest play; for sound, refreshing sleep.

Time to let you take a lesson from the breaks and mistakes of yesterday and today; and, starting anew, dig your toes into the sand and make things hum.

You know you can't call back the past.

So why fret about it?

LOOK AHEAD!

Spit on your hands and tackle the future.

If you are not a hopeless dub, you'll be wiser tonight than you were this morning. Wiser by a whole busy day's rich experience. Wiser by what 12 hours in the most eventful, interesting, instructive period of human history have taught you.

Which means that you'll be riper, braver, better fit to go to the tasks, the opportunities, the victories, stronger to bear the sorrows, abler to value the joys, that lie ahead.

Fate may have dealt you poor hands yesterday.

You may have played your cards like a chump today.

But tomorrow you have the chance of your life, because it's a NEW DAY, a CLEAN DAY, A DAY YOU CAN MAKE WHAT YOU WILL.

So up early, fellows, and go to it!—Ex.

A FUTURE ZOOLOGIST.

"Now," asked the teacher, "who can tell me what an oyster is?"

Silence for a moment, while small brows were knit in strained effort at remembrance. Then little Tommy's facial muscles relaxed and eagerly he raised his hand.

"I know!" he triumphantly announced. "An oyster is a fish built like a nut."

CUNARD LINE STEAMSHIP MAKES NEW WORLD'S RECORD.

The Lusitania on a recent trip from New York to Liverpool beginning February 17 succeeded in steaming 618 knots between noon of February 19 and noon of the day following. This means an average speed of 26.70 knots and breaks the record of 614 knots for a day's journey held by the Mauretania of the same line.

He told the shy maid of his love,
The color left her cheeks.
But on the shoulder of his coat
It showed for several weeks.

SAFETY FIRST ON THE NEW HAVEN.

A "safety first" meeting was held at Boston on Sunday, January 25, at which over two thousand men were present. They were addressed by Howard Elliott, chairman of the board of directors of the New York, New Haven & Hartford; James H. Hustis, president of that road, and other officers.

"You have been accustomed to working with a list of 'don'ts,'" said Mr. Elliot, "and I shall now give you a list of 'do's'.

"Do be careful. Do be alert and efficient. Keep always in good mental and physical health. Do be loyal, and stand up for the railroad in a manly fashion. Be ready always to give courteous and direct answers to the public. Show the public that it has a duty toward us."

Mr. Hustis, in the course of his address, said: "Charges have been made that organized labor was in part responsible for the terrible accidents that have taken place on our railroad. I want to take this opportunity to say that organized labor, as such, cannot be charged with intentionally taking a position that will tend to increase accidents."

ORGANIZATION FOR SNOW REMOVAL.

Early each fall detailed instructions regarding the removal of snow and measures to be taken to keep the tracks in service during severe storms are issued by the general superintendent of the Long Island. In these instructions, which are prepared particularly for the maintenance of way and operating departments, the places are given where all special material such as snow plows may be found. Each supervisor and other officer as well as each gang is assigned to a certain place and at the beginning of a storm, each man or gang does the work allotted to him. The engineer maintenance of way and his assistants remain in their respective offices directing the work and making such changes in the program as may be necessary to meet local conditions. In this way it is not necessary to organize forces and hunt up material after a storm arrives, causing delay and more or less confusion in beginning the work, but each gang takes up its assigned task as a matter of routine duty.

"Remember that homely work becomes holy work when the me is left out."

WHAT IS IT.

The teacher, questioning her class about the graduation in the scale of existence, asked: "What comes next to man?" Little Tommy raised his hand anxiously. "Well, Tommy," interrogated the teacher, "what is it that comes next to man?" Tommy, smarting under a previous defeat, responded: "His undershirt, ma'am!"

ARABIAN PROVERB.

He who knows not, and knows not that he knoweth not, is a fool; avoid him. He who knows not, and knows that he knows not, is simple; teach him. He who knows, and knows not that he knows, is asleep; wake him. He who knows, and knows that he knows, is a wise man; follow him.

A group of visitors was going through the country jail, and a burly negro trusty was called to open doors for the visitors.

"How do you like it in here?" one of the women asked.

"Like it, ma'am? If evah Ah gets out o' heah Ah'll go so fer frum here it'll take nine dollars to sen' me a postal card."

"THIS IS ON ME."

A Scot who for over 40 years had been receiving "treats" at the expense of his friends, without ever returning the courtesy, died. A subscription was taken up among his cronies for the purpose of purchasing a tombstone. The stone was placed horizontally over his grave, and on it was carved the following significant epitaph, in memory of his chief characteristic: "This is on Me."

HAWAII? PRETTY WELL, THANK YOU.

"My wife has gone to the West Indies."

"Jamaica?"

"No, she left of her own accord."

The plans of the new Union station at Denver, Colo., provide for $300,000 in the remodeling of the present station, $150,000 for the construction of train sheds, $110,000 for interlocking and signal equipment, and over $3,000,000 for the extension of yards and tracks.

She—"Now you must admit that women are better than men." "Oh, I don't know. History doesn't say anything about seven devils being cast out of man." She—"No, of course not; he has every one of them still."

La Salle Extension University, 2550 Michigan avenue, Chicago, has published "The Express Service and Rates," by W. H. Chandler, assistant manager traffic bureau, the Merchants' Association of New York. The work has an appendix of test questions, and numerous tables and charts, and consists of 340 pages. It is a book of timely and lively public interest. On February 1, of this year, the new express rates went into effect. The Interstate Commerce Commission's activity, the parcel post competition, and other events are directing popular interest to this subject. The new publication covers the whole express field, from history, organization, and service to rates and classification. Express statistics and finance are subjects carefully treated; and both the old and the new rate-making systems are fully explained. The relation to the parcel post is also carefully discussed.

OBEYING ORDERS.

An obstreperous Irishman, employed in the machine shops of the Baldwin Locomotive Works, had made so much trouble there that the superintendent decided to get rid of him. Knowing that a verbal dismissal would make trouble and cause a scene, the superintendent decided to write Pat, which he did, telling him his services were no longer required. Accordingly Pat apparently dropped out. About a week later, however, as the superintendent was passing through the shop one day, to his utter surprise he saw Pat at his lathe. He stopped and said: "Pat, what the dickens are you doing here?" Pat replied: "Shure, I am wurkin', sor." "Well," said the superintendent, "that's funny. Didn't you get a letter from me?" "Shure, Oi did, sor." "Did you read it?" "I did, sor, on the inside and on the outside, sor." "Well, what did it say?" "Shure, sor, on the inside it said, 'Pat, you're fired,' and on the outside it said, 'Afther foive days return to the Baldwin Locomotive Works.'"

FOURTEEN-MILE TUNNEL.

The Canadian Pacific has been granted permission by the government to bore a fourteen-mile tunnel under a mountain a mile high, near Rogers Pass, in the Selkirk range. It is to shorten the route to the Pacific and to lessen the danger from snow slides that the great bore is to be built at a cost of many millions of dollars.

She—"Don't you think this dress is very becoming to me?" He—"I'm thinking of the bill which will be coming to me."

PERSONAL MENTION

Henry M. Moran, chief dispatcher of the Northern Pacific at Seattle, Wash., died on April 26.

G. R. Crawford, dispatcher, has been transferred from Francis, Okla., to Hugo, Okla., Frisco lines.

J. H. Doughty has been appointed acting superintendent of the Southeastern division of the Frisco at Birmingham, Ala.

The force in the Erie office at Rochester, N. Y., is as follows: M. B. McKenna, B. E. Perkins and W. E. Driscoll, dispatchers.

The force in the Erie office at Dunmore, Pa., is as follows: W. J. Sheehan, J. A. Wallace and L. E. Farley, dispatchers.

The force in the Erie office at Susquehanna, Pa., is as follows: W. F. Welch, M. J. Clifford and J. H. McGuane, dispatchers.

T. B. Russell, dispatcher Frisco lines, has been transferred from Fort Smith, Ark., to Francis, Okla., on account of reduction in force.

C. R. Batt has been appointed chief dispatcher of the Frisco at Hugo, Okla., vice G. W. Greene, promoted to general agent, Fort Smith, Ark.

The Stroudsburgh, Pa., office of the N. Y. S. & W. Ry. is manned by F. M. Smith, A. Munson, R. J. Flynn, dispatchers; W. Fredericks, extra.

T. M. Bryden has been appointed assistant chief dispatcher of the Rock Island with headquarters at Herington, Kans., vice F. L. Campion, promoted.

E. C. Sappenfield has been appointed trainmaster of the Springfield division of the C. H. & D. Ry., with headquarters at Hume, Ill., vice F. C. Donaldson, resigned.

As we go to press, we are notified of the death of M. B. Archer, a member of this Association, who died at Gibson, Ind., on April 25. No particulars are given.

The force in the Erie office at Buffalo, N. Y., is as follows: C. C. Cornell, J. A. Flambach, J. E. Warner, W. J. Daly, D. J. Canty and J. W. Sweeney, dispatchers.

The force in the Erie office at Hornell, N. Y., is as follows: E. H. Fahey, C. H. Delancy, J. P. Conroy, F. L. Kelly, P. T. Donnelly and F. W. Dickey, dispatchers.

The force in the Erie office at Bradford, Pa., is as follows: J. D. Ormsby, C. W. Morrison and T. E. Costello, dispatchers, and at Brockwayville, Pa., W. E. Judd.

F. L. Campion, assistant chief dispatcher of the Rock Island at Herington, Kans., has been appointed chief dispatcher on the St. Louis division, with headquarters at Eldon, Mo.

J. S. Irwin, who has been chief dispatcher on the St. Louis division of the Rock Island for the past two years, was appointed trainmaster on the St. Louis division, effective March 1, 1914.

The force in the Salamanca, N. Y., office of the Erie is as follows: H. E. Barber, E. A. Strohuber, T. F. Kelly, T. J. Donaldson, H. F. Moss and J. W. Carroll, dispatchers; W. P. Freaney and R. C. Baker, extra dispatchers.

Following is line-up of the N. Y. S. & W. R. R. at Jersey City, N. J.: John Waldron, H. C. Crane, W. D. Barber, J. T. Duffy, J. B. Caruth, E. M. Terhune, G. D. Dutcher, dispatchers; E. F. Galbraith, E. T. Skirkie, extra dispatchers.

The line-up of the Michigan Division of the C. C. C. & St. L. at Wabash, Ind., is as follows: T. J. Hayes, superintendent; I. C. Schreck, trainmaster; E. C. Howell, chief dispatcher; L. G. Melrose, J. H. Yost, R. W. Moody, dispatchers; C. R. Morgan, extra dispatcher.

The following changes in the East Stockton, Ill., office of the C. G. W. became effective May 1st: J. M. Rines, chief dispatcher, vice E. W. Fowler, promoted; C. L. Grover, night chief dispatcher, vice J. M. Rines, promoted; G. J. Shepardson, third trick East, in place of C. L. Grover.

Effective May 5th, A. B. Woodward, chief dispatcher, is promoted to trainmaster of the Great Northern at Havre, Mont., vice J. H. Hicken, on sick leave; J. A. McKinnon, night chief dispatcher, succeeds Mr. Woodward and D. S. Dailey succeeds Mr. McKinnon as night chief.

C. W. Mason, assistant superintendent of the St. L. & S. F. Ry. at Springfield, Mo., has been appointed superintendent of the Western division at Enid, Okla. T. M. Chandler, superintendent at Enid, becomes superintendent of the Red River division at Francis, Okla. C. F. Hopkins, superintendent at Francis, becomes superintendent of the Southwestern division at Sapulpa, Okla., vice S. T. Cantrell, resigned.

The roster of the Marshall, Tex., office of the Texas & Pacific is as follows: R. C. Andrews, superintendent; A. E. Pistole, trainmaster; V. A. McCullough, chief dispatcher; W. T. Spencer, night chief; W. H. Mulcahy, Oscar Shane and G. E. Berry, dispatchers East End; John Brownrigg, B. C. McCullar, W. H. Robertson on Middle District; and L. L. Oliver, D. R. Trout and C. S. Draper on West End; W. H. Harris and L. M. Johnson, extra dispatchers.

E. W. Deuel, assistant superintendent of the Fourth division of the Denver & Rio Grande at Alamosa, Colo., has been appointed superintendent of the Third division, with headquarters at Gunnison, Colo., succeeding R. C. Ten Eyck, who has been appointed superintendent of the Grand River division, with office at Helper, Utah, succeeding N. A. Williams, resigned, and C. B. Carpenter, inspector of transportation at Denver, Colo., has been appointed assistant superintendent of the Fourth division, with headquarters at Alamosa, Colo., succeeding Mr. Deuel, effective May 1.

J. F. Patterson, superintendent of the Peoria division of the Vandalia Railroad, was born at Alliance, O., January 8, 1871. He received a high school education at Alliance and started to work for the Pennsylvania Company as a messenger in 1884. The following year he became a telegraph operator. Mr. Patterson was made train dispatcher, Western division, at Fort Wayne, Ind., in 1890. He was appointed assistant trainmaster in January, 1899, and from October, 1899, until his recent promotion, April, 1914, served as trainmaster of the Northwest system of the Pennsylvania, at Fort Wayne, Ind.

Following is line-up of the Erie R. R. train dispatcher's office at Jersey City, N. J.: A. M. Kelly, chief dispatcher; H. Fitzgerald, night chief dispatcher; D. F. Havens, E. J. Padien, G. M. Akers, G. N. Gottschalk, H. B. Storms, T. J. Kelly, dispatchers; H. A. Bookstaver, H. W. Allen, extra dispatchers on Erie R. R. proper (New York division); W. P. Haring, E. F. Onderdonk, N. R. R. and N. J. & N. Y. divisions, dispatchers; E. R. McMickle, M. E. Downey, N. Y. & G. L. division dispatchers; M. A. Williams, 3rd trick N. R. R., N. J. & N. Y., and N. Y. G. L. divisions; J. L. Roach, extra dispatcher.

E. W. Fowler entered service of C. G. W. Ry. Co., October 23, 1899, as telegraph operator and served in various capacities in operating department, C. G. W. until March, 1904, when he resigned as train dispatcher to accept same position with Illinois Central Ry. Served as train dispatcher I. C., Great Northern, Grand Trunk, E. P. & S. E. and Mexican Central, 1904 until 1907, when he returned to the C. G. W. as train dispatcher, until promoted to night chiefship, and in September, 1911, was promoted to chief dispatcher, Eastern division, serving as such until May 1, 1914, when he was appointed Inspector of Transportation, C. G. W. Ry., with office in Chicago, Ill.

On March 1, the Louisiana division of the Texas & Pacific was cut and now extends from Addis to Marshall, including Avoyelles, Eunice and Natchitoches branches; the New Orleans division from Addis to New Orleans including Thibodaux, Napoleonville and Ferriday branches. Following is line-up for Louisiana division at Alexander, La.: W. H. DeFrance, superintendent; J. M. Thompson, trainmaster; H. A. Brown, assistant trainmaster; W. M. Kent, chief dispatcher; W. M. Ringgold, night chief dispatcher; G. Saunderson, car distributor and extra dispatcher, Marshall district; C. W. McCullar, K. R. Woodford, J. G. Brannon, dispatchers, Bunkie district; W. G. Kelly, Jr., extra dispatcher, Bunkie district; Emmett Seay, Wm. Hooe, J. P. Kelly, dispatchers, Marshall district.

The line-up of the Wellington, Kansas, office of the Santa Fe is as follows: John C. Shaffer, superintendent; B. S. Tobias, trainmaster, vice O. J. Ogg, transferred; C. J. Wells, chief dispatcher, vice B. S. Tobias, promoted; E. L. Kimmell, night chief dispatcher, vice C. J. Wells, promoted; S. T. Dunham, J. E. Watson, A. W. Stoelzing, F. G. Rehklau, dispatchers; W. A. Fine, extra.

A new subdivision was opened on the Canadian Pacific Railway May 1st on what is known as the Weyburn-Lethbridge line. A set of dispatchers has been installed at Assiniboia, Sask., who handle the Assiniboia and Shaunavan subdivisions from that point. W. R. Boucher, trainmaster; J. J. McGrath, chief dispatcher and first trick, with W. J. Barry on second and J. R. Leyden on third tricks; P. H. Weyhem and W. J. Jackson, operators.

On Grand Trunk lines west of St. Clair River the operating staff is as follows: U. E. Gillen, general superintendent, Chicago; O. F. Clark, superintendent transportation, Chicago. Chicago division—J. Ehrke, superintendent, Battle Creek, Mich.; F. A. Rutherford, trainmaster; H. E. Bailes, trainmaster; F. C. Killmer, chief dispatcher. Dispatchers, Battle Creek—E. J. Cole, A. J.

Dunn, R. W. Kay, B. Filer, George Neil, G. W. Kay, extra dispatcher. Detroit division —J. Caldwell, superintendent, Detroit; W. J. Hogan, trainmaster, Pontiac; R. Kelley, trainmaster, Durand; N. P. North, chief dispatcher, Durand; E. B. Mix, C. C. Chrouch, J. P. Grimes, J. H. Arnold, E. O. Dunn, G. M. Sidman, dispatchers, Durand; S. E. Beck, H. B. Dell, extra dispatchers; Benjamin Lester, W. Hall, dispatchers, Pontiac; W. O. Portz, D. Marshall, J. W. McVean, terminal dispatchers, Milwaukee Junction.

W. H. Brimson, formerly from February, 1904, to September, 1910, general superintendent of the Baltimore & Ohio Southwestern, died recently at his home in Washington, D. C., aged 65 years. Mr. Brimson began railway work in 1862 as messenger boy for the Cleveland & Toledo. Later he was consecutively secretary to superintendent, train dispatcher, trainmaster and superintendent telegraph and superintendent of the Cincinnati, Sandusky & Cleveland, and subsequently was superintendent of the Duluth & Iron Range, assistant superintendent of the Northern Pacific, and from 1892 to August, 1895, superintendent of the Rocky Mountain division of the latter road at Missoula, Mont. From November, 1895, to June, 1896, Mr. Brimson was superintendent of the Brainerd & Northern Minnesota, and in May, 1897, he went to the Baltimore & Ohio Southwestern as division superintendent at Chillicothe, Ohio, which position he held until he was promoted to general superintendent in February, 1904.

Hamilton E. Brown, special agent of the N. Y. Central lines, died of apoplexy on February 24th at St. Joseph's Hospital, Syracuse, N. Y. Mr. Brown began his railway career as a telegraph operator at Poughkeepsie in 1890. On February 1, 1891, he was advanced to train dispatcher, and in 1895 to chief dispatcher at High Bridge. In 1902 he became chief dispatcher at the Grand Central terminal. In March, 1903, he was promoted to assistant trainmaster at Poughkeepsie and in June of the same year was appointed special agent at New York. In January, 1904, he became trainmaster at New York, was promoted to assistant superintendent at Syracuse. In 1912 he was made acting superintendent at Rochester during the illness of the superintendent for six months. On October 1, 1912, he was made superintendent of the Buffalo division, which position he held until September 23, 1913, when he became chief special agent, New York. Mr. Brown was a Mason, a Templar and a Shriner and had hosts of friends.

The Baltimore & Ohio has consolidated the division between Cumberland and Brunswick, 101 miles, which was split and run by two sets of dispatchers for about a year previously, which threw out one set of dispatchers and the abolition of the Keyser, W. Va., office brought dispatchers on west end of the Cumberland division to Cumberland, Md., making headquarters of all of the Cumberland division at Cumberland, Md. The line-up of the division as it now stands is as follows: J. W. Kelly, Jr., superintendent, E. J. Lampert, assistant superintendent; J. W. Deneen, trainmaster East End; E. P. Welshonse, trainmaster West End; H. C. McAdams, terminal trainmaster; H. W. Grenoble, chief dispatcher; J. L. Matthews, night chief dispatcher; E. G. Shirley and M. J. Sarsfield, handling power; D. P. Cubbage, J. A. Miller, M. T. LaMar, dispatchers East End, Cumberland to Brunswick; W. R. Rickey, V. Carico and C. J. Bell, dispatchers West End, Cumberland to Grafton; P. J. Shipley and Chas. Bell, extra dispatchers.

William G. Besler was elected president and general manager of the Central R. R. of New Jersey, at a meeting of the board of directors, May 1, 1914. He succeeds the late George F. Baer. Mr. Besler was born March 30, 1864, at Galesburg, Ill. He entered the service of the Chicago, Burlington & Quincy R. R., in 1880, as trainmaster's clerk. He resigned in 1884 to attend the Massachusetts Institute of Technology, graduating in the class of 1888. Upon leaving college he returned to the Burlington and from 1888 to 1899 was consecutively yardmaster, chief train dispatcher, trainmaster and division superintendent. Mr. Besler left the service of the Chicago, Burlington & Quincy in 1899 and entered the service of the Philadelphia & Reading Ry., as division superintendent of their main line. A year later he was made general superintendent of the same road, and in 1902 was transferred to the Central Railroad Company, of New Jersey, as general manager. Mr. Besler has been vice president and general manager of that company since 1903.

The Boston & Maine has transferred the headquarters of the Fitchburg division to Greenfield, Mass., from which point dispatching of trains for the entire division will be performed instead of from Boston and North Adams as previously. The consolidated force consists of G. H. Kidder, chief dispatcher; A. E. Price, assistant chief dispatcher; B. I. Wood, night chief dispatcher; E. G. Barry, assistant night chief dispatcher;

C. W. Culver, S. H. Clark, T. R. Quick, dispatchers transferred from North Adams; J. A. Pierce, E. H. Stevens, G. L. Hall, F. J. Benthall, W. H. Whitelaw, E. D. Smith, dispatchers transferred from Boston. Operators are E. A. Manning, T. J. Gagnon, F. H. Van Ness, H. W. Short and H. L. Wenzell. The operators will take care of the O. S. on the Schuyler and Saratoga, Bennington, Ashburnham, Greenville, Milford and Marlboro branches, conferring with dispatchers as to moves to be made; passenger and freight rosters to be taken care of by first and second trick operators, and third trick operators to make up all passenger delays. Operator coming on at 4:30 p. m. will see to the getting of all yard reports, X 10 and X 3 reports.

Sumner J. Collins, who has been associated for a number of years with the Rail Joint Company, with headquarters in Chicago, died on April 30 following a brief illness. Mr. Collins was born at Oconomowoc, Wis., on March 24, 1848, and after learning telegraphy became, at the age of 15, night operator for the Chicago, Milwaukee & St. Paul. He remained with this company 28 years, advancing rapidly by promotion to various positions of responsibility in the operating department, including train dispatcher, and at the time he resigned to enter the manufacturing business he was superintendent of the Chicago & Milwaukee and the Chicago-Council Bluffs divisions of this road. He was engaged on the building of the extension from Ottumwa, Iowa, to Kansas City, Mo. In 1891 he again entered the railway service and for three years was general superintendent of the Chicago, Indianapolis & Louisville. Early in 1894 he became general superintendent of the Wisconsin Central, which position he held for nine years, after which he went to the Southern Railway as general superintendent of the Eastern division, comprising about 4,000 miles of main line. After a brief service with this company he became interested in the railway supply business.

Joseph E. Lund, train dispatcher of the Northern Pacific at Livingston, Mont., died on May 16th at the Northern Pacific hospital at Missoula, Mont. The funeral services were held at Livingston, Mont., on the 18th and at the conclusion of the service Mr. Lund's body was carried to Wadena, Minn., where his father, mother, sister and three brothers reside, and which was Mr. Lund's former home. He was born at Red Wing, Minn., twenty-six years ago. He studied telegraphy when very young and filled positions as operator, agent and cashier at various points on the Northern Pacific. For the past four years he served as dispatcher at Livingston. His railway service has been wholly with the Northern Pacific. He was a young man of excellent habits, very ambitious and beloved by all who knew him. He was a very enthusiastic member of the Train Dispatchers' Association and will be remembered by those who attended the Louisville convention two years ago for his evident enjoyment of the occasion and his frank, boyish, unconventional ways. He had been anticipating with much pleasure attendance at the Jacksonville convention. He was also a member of the Masonic fraternity at Livingston, of the Shrine at Helena, Mont., and of the B. P. O. E. at Livingston. Every member of the Association who ever came in contact with him will regret his untimely demise, and their sympathy will go out to the members of his bereaved family.

APPLICATIONS FOR MEMBERSHIP.

Charles J. Bell, B. & O., Cumberland, Md.

John H. Butler, G. N., Breckenridge, Minn.

A. N. Brown, G. T. Pac., Edson, Alta.

E. I. Clark, C. R. & N. W., Cordova, Alaska.

J. J. Garin, B. R. & P., E. Salamanca, N. Y.

T. H. Lynch, N. & W., Bluefield, W. Va.

R. M. Morse, C. & N. W., Winona, Minn.

F. H. Stull, G. N., Breckenridge, Minn.

J. W. Sullivan, Wabash, Decatur, Ill.

C. E. Yeary, L. & E., Jackson, Ky.

TOMMY'S REPLY.

Tommy had broken one of the school rules, and the teacher told him to tell his mother about it, and also about the punishment he had received. She thought his mother might thrash him again. The next morning she asked, "Well, Tommy, did you tell your mother about your bad behaviour yesterday and how I punished you!" "Yes, ma'am," replied Tommy, quickly. "Well, what did your mother say?" "Said she'd like to wring your neck," replied Tommy calmly.

"What is the best dress improver?" "A pretty girl." "Why is an author more free than a monarch?" "Because he can choose his own subjects." "Why is the author the queerest animal in the world?" "Because his tale comes out of his head."

Train Dispatchers' Bulletin

A Journal for Railway Transportation Men

May, 1914

CHICAGO, ILL.

Published by

The Train Dispatchers' Association of America

THE TRAIN DISPATCHERS' BULLETIN

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EDITORIAL

SO IT IS to be war with Mexico. Describe it, if you please, as war with the Huerta government alone, it remains war with Mexico. God save the United States!

ANOTHER convention is near. What are you going to bring to it, brother dispatcher and member? How many applications for membership? How many Bulletin subscriptions? How much of hope and cheer? How much of the spirit of determination to achieve success for the association and to do your full share?

ONE of the chief objects of the Train Dispatchers Association of America is to encourage among its members the study of railway transportation questions, especially, as coming more particularly within the scope of their regular duties, questions of train rules. The Bulletin was established to enable them—and others interested—to participate more freely in the discussion of such questions. It can be made of great value in this respect. It has proved its value in the past. Its readers can make it still more valuable if they choose. Its pages are open to train dispatchers, operators and train men who are interested in such questions, by which we mean any questions relating to train movement. Such questions are discussed daily in offices all over the continent. Opinions differ regarding them. These opinions, on both sides, are of value. They should be made known. If correct, their correctness should be made manifest. If erroneous, their error should be set right. The attrition of opinion against opinion is the best way known of evolving attainable truth. The Bulletin aims to make itself useful in this respect. It invites all of its readers, members or non-members, to contribute to its columns their opinions upon such questions as they arise. It aims to exclude none, whether dispatchers or others, who have light to throw upon these questions.

THE Bulletin is also of the opinion that membership in the Train Dispatchers' Association of America is of value to all train dispatchers. It believes that such membership is worth much more to each of them than it costs in dollars and cents. A strong and healthy organization of dispatchers has within it many elements of usefulness to its members and to the service that no dispatcher or officer can afford to dispense with. To make it strong and useful to the limit of its possibilities should be the aim of every member. Each one of them can do something to help it. They can do it through the Bulletin. They can do it in intercourse with their fellows. Work for it, then. Work in the spirit that says: "I can and will."

MEMBERS attending the convention are requested to bear in mind that under the arrangement with the Pullman Co., it will be necessary to obtain receipts for amounts paid for berths or seats and to retain both these and berth or seat checks, which should be attached to requests for refund. Application for refund blanks will be ready for distribution at the convention. Full Pullman rates must be paid both ways and a refund of one-half will be made on application through Secretary Mackie.

IT SEEMS almost inconceivable to us that there are railway men in the state of California who are actively aiding the re-election of Governor Hiram Johnson, who boasts that he has, during his first year in office, saved the shippers of California $2,500,000 in reduced railway rates and that reductions have just begun, and who makes this his chief claim to another term of railway wrecking. Yet we are reliably assured

that this is so, the support of such railway men being pledged to him in return for legislation desired by the organizations they represent. Cutting off the nose to spite the face isn't in it as folly with such short-sighted action, in these days of reduced net earnings **and wholesale discharges of employees** for lack of funds to keep them at work.

Membership Card 441 for the fiscal year 1913-14, issued to T. M. Spence, has been lost or stolen. Duplicate card has been issued. Should original be presented, it should be taken up and turned in to Secretary Mackie.

Miss Margaret Sweetland, Card Printer, Nashville, Tenn., advises that on all card orders coming from members during May, she will donate 25% to the E. N. May fund. They can order cards and remit for them to Miss Margaret or to Secretary Mackie. This also applies to all members or their lady relatives who order convention cards, $1.00 for 100 or 200 for $1.60. Miss Margaret is a little lady, but she has a big heart.

The electrification of the New York, New Haven & Hartford from Stamford, Conn., to New Haven will be finished about June 1, when the company will be in a position to run trains by electric power through from New York to New Haven, 74 miles. For the present only a part of the trains can be handled by electric locomotives for the reason that there are not enough motors, and also because the single power house, at Cos Cob, is not large enough to provide current for all of the trains. The question of the construction of another power house and of the purchase of more electric locomotives must wait until the financial condition of the company is more settled.

W. T. Lechlider, superintendent of the Cleveland division of the Baltimore & Ohio, has issued a circular to all employees informing them that each employee on the division is appointed a member of the "Cleveland Division Efficiency Committee." To make the appeal concrete he gives the following illustration: Locomotive Engineer Harrison Lynch overheard a conversation between officers in regard to economy, and after reflecting a bit, concluded that he could pick up air hose fittings to some profit. When he returned from his next trip he had with him five good angle cocks with hose nipples still in them, and nine hose clutches. This action on the part of Mr. Lynch saved $15.95.

COMMUNICATIONS.

CONVENTION ARRANGEMENTS.

We have the following from Chairman B. G. Roberts of the Jacksonville Committee of Arrangements:

"We have decided upon the Seminole Hotel as headquarters, as this hotel has a large convention hall, is centrally located and is among the best hotels in the state.

The Seminole management offer us free the use of large convention hall which will accommodate 250 to 300 people comfortably, located on the tenth floor and with two sides exposed, and they have given us space in the lobby for registration purposes and for other purposes which we might wish and offer us the following rates:

"Rooms without bath, for one person, $1.50; two persons, $2.50 per day.

"Rooms with bath, for one person, $2.00; for two persons, $3.00 per day.

"Larger rooms which will accommodate three persons, $3.00 for first person and $1.00 for each additional person.

"The Hotel Albert, which is only three blocks from the Seminole, also offer the following rates for any visitors to the convention who do not wish to stop at the Seminole:

"Rooms without bath, for one person, $1.00 per day; two persons, $1.50 per day and $2.00 per day, according to size and location.

"Rooms with bath, for one person, $1.50 per day; two persons, $2.50 per day.

"Large corner rooms with private bath, $3.00 per day, occupied by two persons.

"Mr. R. L. Brown or myself will be glad to make reservations at the Seminole and also at the Albert for any persons who do not care to go the Seminole, and for the information of those who would want to stop at the Albert, it is a new hotel, well located, and the rooms are very nice.

"The Atlantic Coast Line and Florida East Coast Ry. have agreed to operate a special train from Jacksonville to Orlando via St. Augustine on Friday, June 19th, but they request that dispatchers who wish to take this trip secure transportation through the proper channel.

"Please publish this fact in the Bulletin and request that transportation be requested reading 'Jacksonville to Palatka, Fla., via F. E. C. and Palatka to Orlando, Fla., and return to Jacksonville via A. C. L.' Also advise persons who wish to make other trips in Florida that if their transportation into Jacksonville reads over A. C. L., they request passes through to Punta Gorda and return, on that line, and if via Seaboard Air Line

they request passes to Sarasota, Fla., and return. They will thus be able to visit most of the interesting points in the state on these two lines without further transportation and have opportunity to visit Tampa as well. Punta Gorda is the most southerly point on the A. C. L. and Sarasota on the Seaboard.

"Parties wishing to see the Over-Sea Railway of the F. E. C. should make request for transportation Jacksonville to Key West and return, via F. E. C. Ry., and those who wish to continue the trip to Cuba should request transportation via P. & O. Steamship Co. from Key West to Havana and return, or from Tampa to Havana and return. This line has steamers sailing from both ports. The trip from Key West is only one night out and from Tampa is somewhat longer.

"For the information of those who may go to Havana, the following are the leading hotels in that city, with approximate rates:

"Hotel Sevilla, room with bath, $4.00 per day up, European plan.

"Hotel Inglateria, room with bath, $4.00 per day and up, European plan.

"Hotel Plaza, which is operated by an American, Capt. W. F. Smith, $1.50 per day and up, European plan, and about $4.00 and up, American plan.

"Hotel Pasaje or Hotel Florida, which is nearer uptown, about $2.00 per day and up, European plan, and $3.50 per day and up, American plan.

"Hotel La Union, $3.00 per day, American plan; $1.50 per day, European plan. Connected with this hotel is one of the best restaurants in Cuba.

Hotel Gran America, Hotel Isla de Cuba and Hotel Perla de Cuba, European plan, $1.50 and up.

"Hotel Ohio and Hotel Brooklyn, American plan, about $2.00 and up per day.

"Hotel Trotcha, $3.00 per day, American plan.

"I am reliably informed that the best restaurant on the island is the Restaurant Corrio, corner O'Reilly and Tacon Streets.

"I have also had inquiries relative to a trip from Havana to Santiago. The route for this trip is United Railways of Havana, Havana to Santa Clara, and Cuba R. R., Santa Clara to Santiago. These two lines operate through coaches, sleepers and compartment cars from Havana to Santiago, and parties who can properly identify themselves as bona fide employees of common carriers, by calling on Mr. Frank Roberts, general passenger agent of the United Railways of Havana, Havana, or Senor F. Rosada, general traffic agent of Cuba Ry. of Camaguey, can probably get transportation.

"The following are the points of interest which should be visited at Havana:

"Moro Castle, Cabanas Fortress, Colon Cemetery, Vedado Botanical Gardens, The Cathedral, Columbus Chapel, Trip to Matanzas, Guanjay, Providencia Sugar Mill."

Mr. T. W. Kane, Past President, who will be in attendance at the convention, will take charge of the party which it is proposed to assemble at Chicago, thence over the Big Four, Queen & Crescent and Southern to Jacksonville. Members desiring to go with this party are requested to communicate with T. W. Kane, P. O. Box 455, Livingston, Mont., for reservations. The Pullman Co. hopes to be able to furnish an observation car and the Big Four can handle two extra cars, if necessary, on the train leaving Chicago about 11:55 p. m. on Sunday, June 14th, arriving Jacksonville 8:30 a. m., Tuesday, June 16th. Mr. Kane should be advised of the number of persons accompanying members, and the berths required. They are desired to report at the Great Northern Hotel, corner West Jackson Boulevard and South Dearborn Street, Chicago, between noon and 9:00 p. m., where Mr. Kane will be found on that day. Should any member find it necessary to make reservations which cannot reach Livingston by mail or wire by or before June 10th, Mr. Kane should be addressed at the Great Northern Hotel, Chicago, but members are urged to attend to this before that date, if at all possible.

Members are also requested to advise the Secretary, when they definitely know they will attend, stating how many persons accompany them so that all except those composing the party from Los Angeles, via Kansas City, Memphis and Birmingham, for whom Mr. Finan in charge will have a supply, and those composing the party from Chicago, for whom Mr. Kane will have a supply, can be mailed badges, which will identify them to our Jacksonville brethren on arrival and enable them to be properly cared for in that city of strangers. These badges will be available for mailing by June 1st. They will be red for the visitors and yellow for the hosts.

Copies of the Train Rules Committee report will also be mailed them, so that they may have opportunity for study of this very important document which will be considered at the convention, and it will be necessary that each member thus receiving a copy bring it with him to Jacksonville, as the number of copies is limited.

Members are again urged to remit dues rather than pay at the convention. Cards

can then be issued to them with less wear and tear on the Secretary, who is usually too busy at conventions to perform this work with satisfaction to either himself or members.

WHICH TRAIN TAKES SIDING?

Charleston, S. C., April 17, 1914.

Editor Bulletin:

Please give your opinion on following order:

"No. 13 has right over No. 12 from A to B."

Foot note on time table reads that No. 12 will take siding for No. 13. The Book of Rules, Form C, defines the right of track order as follows: "This order gives the train first named the right over the other train between the points named. If the trains meet at either of the designated points, the first named train must take siding unless the order otherwise prescribes." Who will take siding at B?

Yours very truly,

M. P. HUTTO.

As right is superior to schedule, in our opinion, the provision of Form C defining the respective rights of the trains affected governs, and No. 13 should take the siding at B unless the order otherwise prescribes. The time table foot note is a schedule provision and if obedience to that provision instead of the provision in Form C is desired, the order should so prescribe.

EDITOR.

HOW SHOULD IT BE SIGNED?

Grostete, April 20, 1914.

Editor Bulletin:

ORDER No. 100.

Engines 2500 and 2501 will run as first and second No. 3, A to Z.

The question has been raised as to whether the conductor of Engine 2500, in signing for this order, should sign "Engine 2500" or "First No. 3."

The general contention is that he should sign as "Engine 2500," as first No. 3 has not been completed until the order has been signed by conductor.

Will you please state which is the correct way?

TRAINMASTER.

In our opinion, the conductor should sign as he is addressed, as Conductor Eng. 2500. He does not become conductor of 1st No. 3 until his signature has been received by the dispatcher and the order made "complete."

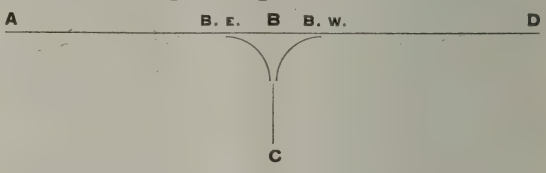
EDITOR.

ORDERS, TURNING ON "Y."

Charlottetown, P. E. I., April 4, 1914.

Editor Bulletin:

Under Standard Rules what orders should be issued in the following case to insure full protection to each train involved at the junction point as per diagram:



Eng. 30 has orders run extra A to D.

Eng. 31 has orders run extra C to B and return to C.

Eng. 31 will, of course, have to turn on "Y" at B, therefore using a portion of main line A to D for a brief time. Both trains will arrive at B about same time. Please say what form of order, if any needed, would cover situation.

J. E. R. McEWEN,
Dispatcher.

We don't think any order necessary. Rule 99 should suffice, and it should go without saying that a train turning on Y at B must protect itself if it uses any part of main line in turning.

EDITOR.

AS TO TRAIN IDENTIFICATION. AS TO RULE 218.

Nashville, Tenn., April 7, 1914.

Editor Bulletin:

Referring to some of the queries in the March Bulletin, I agree with you that to see what may look like the opposing superior train when met on double track is not sufficient identification. Signals might fail. It is better to have train registers, or issue a 19 order. A few months ago our Dixie Flyer was reported five hours late from Chicago. Dispatcher gave away that much of its time. Afterwards it was decided to start a first section from here on time. As we do not allow a run-late order to be reduced, it was necessary to run this first section as a section of a freight train. Opposing inferior passenger trains met it on double track. Had they taken it for the Dixie Flyer and not waited for this train at the end of double track, a collision might easily have resulted.

As for Rule 218, I am the one stubborn juryman. The question may be argued from now until the crack of doom, and all the associations on earth may rule against me, still I shall insist that when a schedule is named by its number alone, all sections are included. We now understand that when No. 1 is given orders to meet No. 2, and there are sections of No. 2, but they are not mentioned in the order, No. 1 must wait for all. Also, when No. 2 is given right over No. 1, Z to A, and the first section of No. 1 is found on siding at W, No. 2 will of course go right on to A against the other sections, since all sections are included. Now to say

that when an extra is given an order to run ahead of No. 1 from A to Z, until overtaken, and is overtaken at B by the first section, they must obtain further orders ahead of the other sections before leaving B, is rendering a decision not warranted by the rule.

I do not usually take issue with the rulings of the American Railway Association, but honesty compels me to do so in this case. I will evade the question by requiring our dispatchers to specify sections.

H. W. FORMAN.

We are glad to agree with Mr. Forman as to the identification question.

As to the other, we have fully expressed our views, and agree with Mr. Forman's practical solution of the point at issue in requiring mention of sections, when, at the time the order is issued, it is known that the schedule run ahead of consists of more than one train. It is slovenly train dispatching to do otherwise. In our opinion, the rule is designed to cover the possibility of sections not being explicitly mentioned, by furnishing a principle broad enough to embrace all accidental omissions to mention them separately, such mention being normal practice.

EDITOR.

THE PLURAL OF FORM A ORDERS. WORK EXTRA NOTICE OF TIE UP.

Editor Bulletin:

I would like your opinion on the following form of order, providing the American Railway Association does not have it:

"Engine 57 run extra A to Z; meet two extras 35 and 36 west at Joplin."

"Engine 57 run extra A to Z; meet extras 35 and 36 west at Joplin."

"Engine 57 run extra A to Z; meet extra 35 and extra 36 west at Joplin."

Which is the proper form according to the latest ruling? Also if a work extra has an order to work until 7 p. m. and he comes in and sends a message he has tied up at 6 p. m. Can he go out again on his old order or does he have to have a new order; in other words, does his tie up annul his first order?

INQUIRER.

The American Railway Association has never ruled on the question as to Engine 57 running extra A to Z and meeting two opposing extras at an intermediate point, and it does not anywhere show combination order involving two extra trains in one meet. Examples under Form A, so far as extras are concerned, cover only single trains, and there being no example of a meet with two extras at the same point, of course the dispatcher has to adapt authorized example to a plural phrasing in such a way as to clearly express the meaning. So far as our knowledge goes, the common form is that of second example:

"Engine 57 run extra A to Z meet Extras 35 and 36 west at Joplin,"

although each of the examples given is perfectly clear that two extras identified by their engine numbers are to be met at Joplin, and in our opinion any of them is permissible.

As to second question, if work extra has an order to work until 7:00 p. m. and at 6:00 p. m. comes in and conductor sends message that he has tied up at that time of the day, in our opinion he cannot go out again on his old order, as he has then authorized train dispatcher to consider that order as fulfilled, even though an hour yet remains of the time specified. A conductor would render himself subject to discharge from our point of view should he attempt to use an order after having informed dispatcher that he is through with it. This, however does not annul the order to anyone but the notifying train and the dispatcher, who thereafter would be justified in considering the order fulfilled and handle other trains accordingly. This, however, is only our opinion. The point has never been ruled upon, to our knowledge. It might be held that under the circumstances, the dispatcher should issue a 31 order to the notifying train annulling the work order before assuming that the work extra had ceased to exist, but we are unable to see that the conductor's acknowledgment of such an order would convey greater assurance than his signature to the notice to the dispatcher.

EDITOR.

DISCONTINUING A SECTION. A LOOP-HOLE OF DANGER.

Nashville, Tenn., April 17, 1914.

Editor Bulletin:

I notice the Train Dispatchers' Association has recommended changes in the present Standard Code. Please refer to Rule 96. Perhaps there is no greater risk for misunderstanding in any code rule than has developed in this one. The dispatchers wisely recommend its handling by themselves, instead of trusting operators to display order-signal, and depending upon conductors to give notice in writing when signals are taken down, as both of these provisions have often been overlooked in the past. The Code rule is far from safe, and even under it, there still is risk for no provision is made for taking siding. Neither have the dispatchers covered this point. Let me explain: Suppose an order given to the effect that No. 2 will display signals, A to E, for Eng. 284. It is well understood that the second section must head in at the first switch used by trains in the direction in which it is moving, and should this order be addressed to opposing interested trains, as I understand it is to be and would like to see it so handled, they would no doubt understand that they might safely hold the main track, as far as this second section is concerned, at E. Now let us use the other common form when it may not be known just how far all sections are going, or which ones may be cut out short of destination. In such cases, we run all through from one terminal to the other. When we desire to cut out the second and last section at E, we say to the first and second sections of

No. 2, and to all opposing trains at some station before they reach E, "Eng. 284 is withdrawn as 2d No. 2 at E. 1st No. 2 take down signals at E." When this order is delivered to opposing trains before they reach E, and they are inferior, will they understand that 2d No. 2 will hold the main track to the order-office at E, or might they not get muddled, having the other method in mind, and hold the main track at E to the last switch? Are we yet into clear in our dispatchers' recommendations?

H. W. FORMAN.

We think Mr. Forman's point well taken. In the case of sections where the entire convoy is originally ordered to run from A to Z, should the order to take down signals at E be issued to the sections affected at E and to opposing inferior trains at a point beyond, the condition created parallels that provided for in Rule 208, where a superior train is directed to meet an opposing train at the point where the order is issued for it, and the Form F order in that case should state that the discontinued section receives it at the point where the signals were taken down. Opposing trains would then approach that point expecting to find the discontinued section on main track. EDITOR.

RAILROADS AND STATE DEVELOPMENT.

By M. C. Corbett.

Editor Bulletin:

Have you noticed how a state or portion of a state, desirous of developing its resources, will make sacrifices and concessions to encourage railroad building; how they will donate right of way, give a bonus and help in every way possible to get the railroad built?

They do this because they recognize in it the greatest factor in the development of the country through which it runs.

You have no doubt often heard settlers, living in localities far from a railroad, describing the locality, and you have heard them say: "If we only had a railroad our land would double in value," or "We are only five or six miles from the survey of a railroad, which we hope will be built this year or next; we have fine soil, good water, etc., but at present we are too far from a railroad to make farming pay." And you have noticed just as soon as the railroad is built, these same people, to whom it means so much, will do everything in their power to embarass and paralyze it by adverse legislation and by opposing adequate freight and passenger rates.

They are in favor of increased wages; also in favor of modern equipment and track improvements necessary to handle such equipment, but they do not seem to realize this increase in expense must be met in some way if the railroads remain solvent and pay interest on the investment. If they are unable to do this, they cannot borrow money for renewals and betterments; in other words, their credit is impaired.

Manufacturers and wholesalers, whose per cent of profit is, in nearly every case, greater than that of the railroad, seem to feel it their duty to attack the railroad, while they would not think of attacking any other industry.

What would the business of these concerns amount to were it not for the transportation facilities afforded them by the railroads?

Politicians also, who aspire to positions of prominence in their sphere, attempt to do so by "regulating the railroads." This is absolutely wrong.

Think of the vast sums of money invested in railroads and the army of men employed by them. Should they not receive better treatment at the hands of the people? Should we not, as loyal soldiers in the great army of railway employees, do everything in our power to discourage this awful tendency toward demoralizing legislation against the railroads? Should we not do all we can to correct false opinions and impressions of the public regarding those who employ us?

It is unfortunate, but true, that at the present time nearly all the blows are aimed at the railroads, and while it is maintained that these have little effect on public sentiment, I believe we do not quite appreciate the disagreeable position in which this places the company and ourselves.

Few of us would stand quietly and permit ourselves to be called fools and thieves, but millions of us are taking this treatment quietly from the mouths of hostile critics.

Let us get together on this and see if we cannot change this unwarranted prejudice against the railroads; study these questions carefully and when you hear a man running down the railroad you work for, speak up, show him where he is wrong. This will educate him as well as yourself.

No locality or state can prosper by embarassing the railroads any more than it could by abusing or wrecking the farm industry.

The public realizes its duty to the farmer and would discountenance any attempt to legislate, even indirectly, against him.

Careful reflection will show how equally dependent the prosperity of the locality and the state is upon the success of its railroads, and it is our duty and the duty of the public to discourage any legislation or attempted legislation which will impair the prosperity, the efficiency and the solvency of the railroad.

CAR SURPLUS AND SHORTAGE.

American Railway Association Statistical Bulletin, No. 165-A, gives the total surplus cars on April 15 as 213,324 cars, with a total shortage of 455 cars, or a net surplus of 212,869 cars. This is the largest surplus since 1909. The reduction in shortage is general.

Comparing these figures with previous reports, the total net surplus on the dates below were as follows:

April 1, 1914	139,512 cars
April 15, 1913	57,498 cars
April 11, 1912	79,389 cars
April 12, 1911	186,053 cars
April 13, 1910	77,357 cars

No wonder the railways are reducing force and economizing to the limit, when the loss of gross income represented by these idle cars means half a million dollars per day, for cars in active service earn in the neighborhood of $2.50 daily.

RAILWAY STATISTICS FOR FEBRUARY, 1914.

Bulletin No. 60 of the Bureau of Railway Economics furnishes the following summary of railway business for the month of February, 1914. Lines operating 225,539 miles or about 90 per cent of the total mileage of the United States are covered by this summary.

Returns for February reduced to a per mile of line basis and compared with the returns for February, 1913, show a decrease in total operating revenues per mile of 11.0 per cent, and a decrease in operating expenses per mile of 3.1 per cent. Net operating revenue per mile was less by $88 or 33.8 per cent than for February, 1913, while that for February, 1913, was 2.4 per cent greater than for February, 1912.

Total operating revenues for the month were $203,022,222.

Total operating revenues per mile were $900 for February, 1914, and $1,011 for February, 1913.

Operating expenses amounted to $164,379,406, being $4,031,222 less than for February, 1913. Per mile of line these expenses averaged $729 in February, 1914, and $752 in February, 1913.

Net operating revenue amounted to $38,642,816, which was $19,298,989 less than for February, 1913. Per mile of line net revenue averaged $171 in February, 1914, and $259 in February, 1913, a decrease of 33.8 per cent.

Taxes for the month increased over 1913, 10.3 per cent.

Operating income averaged $119 per mile of line in February, 1914, and $212 per mile of line in February, 1913, a decrease of 44 per cent.

The operating ratio for February, 1914, was 81 per cent, which compares with 74.4 per cent in February, 1913, and 73.7 per cent in February, 1912.

Eight months of the fiscal year reveals a decrease in total operating revenue per mile of 2.5 per cent, an increase in operating expenses per mile of 3.0 per cent, and a decrease in net operating revenue of 13.9 per cent.

Two months of the calendar year compared with 1913, show a decrease in operating revenue per mile of 9.2 per cent, a decrease in operating expenses per mile of 3.2 per cent, and a decrease in net operating revenue of 26.3 per cent.

CONCRETE FENCE POSTS.

On the average, one yard of sand or gravel is sufficient for 40 concrete fence posts and one barrel of cement used in a 1:4 mixture will make 24 posts. One ton of ¼-in. iron bars will reinforce 500 posts, allowing three bars to the post. These statements were made by A. M. Smith, manager Ohio Post Mould Company, Columbus, O., in a paper read before the American Concrete Institute at its recent meeting in Chicago. He further stated that the average cost of material in an ordinary concrete line post, taking the whole country into consideration, is about $0.15. The cost of labor under the best conditions is said to be less than $0.03, and under the worst conditions could hardly exceed $0.05. While 3/16-in. bars have been found thoroughly reliable in a majority of cases for reinforcing concrete fence posts, Mr. Smith believes that ¼-in. bars should be used in some cases in order to avoid any doubt on this subject. Sizes larger than ¼-in. are uneconomical in his judgment.

HONESTY PAYS.

The packet of tea lay on the pavement, apparently unnoticed by the youth who stood near. Just as a stout dame came along he darted forward, seized the packet, and, presenting it to her, explained she had dropped it. A coin passed between them. "I'm afraid you've been done, my boy," observed a passerby who had witnessed the occurrence; "that person never dropped the packet at all." "I know she didn't," grinned the youth; "it's 'er as is done. You see, I gets the packet at 'ome, tears a small hole in the paper, empties the tea, fills it with ashes, and drops it in the street; wonderful 'ow it works. Serves folk right for not being honest, I always ses."

"RIGHT BY DIRECTION" NOT WELL UNDERSTOOD.

We reprint from the Railway Age Gazette the following contribution to the discussion of the "Right by Direction" question:

Norfolk, Va., Feb. 24, 1914.

To the Editor of the Railway Age Gazette:

I have read with interest the article in your issue of February 13, telling of the rule, in force on the New York, New Haven & Hartford, by which trains of the same class, on single track, run to meeting points each regardless of the other, neither having right by direction. There is no question but that this is the most natural and correct method of operation. To adopt such a rule would be a move in the direction of safety and simplicity. It does not go against the natural inclination of the train men, who are constantly educated by their practice in handling train orders, issued by the dispatcher, making meeting points, in which orders the meeting place is absolutely fixed. We teach men on the road, running trains, that a train order meeting point must not be passed; while, under the plan of superiority by direction, we work directly opposite to this teaching. That is to say, the principle employed in the ordinary time tables is not entirely consistent with the principle employed, most of the time, by the train dispatchers.

After long experience with matters of this kind, I find that superiority by direction is not well understood except by men who have grasped the idea through considerable experience and practice; and it is not in every case clearly understood, even by men of this class. The records of the Virginian Railway show that a large percentage of men examined for promotion have been under the impression that a time-table meeting point, when trains are of the same class, cannot be passed by either train; they take it to be the same as a train-order meet. This view is almost invariably taken by men of limited experience and usually by telegraph operators.

For some reason, the first impression regarding superiority by direction seems to be that it refers to the side-tracking proposition alone; that it means nothing more than that the train of superior direction will hold the main track. Another misconception often found is the understanding on the part of many men that all sections of an inferior train may follow signals carried by the first section, and run against a train of superior direction, of the same class, to the meeting point.

B.

HOW THE DISPATCHER CAN HELP A WORK TRAIN.

By J. L. Coss,

Assistant Chief Dispatcher, Chicago, Rock Island & Pacific, Haileyville, Okla.

In Railway Age Gazette.

The most expensive work train is the one that is run for the purpose of repairs, renewals, etc., for the necessary attention is not given to arrange a satisfactory organization. It is necessary to take the first crew out for this train even though they have not had any work train experience. By a little figuring on the part of the chief dispatcher arrangements may sometimes be made for a crew having had work train experience. The engine should be equipped with a water car to avoid running for water while on the work between tanks; fire cleaning tools should also be placed on the engine so that if necessary to tie up on the line the engine can have the necessary attention for the next day's work. The running of drags over the working limits should be reduced as much as possible so the work train will have as clear a track as possible. Above all things the dispatcher should be fully and clearly notified in advance just what class of work is to be performed and where and cautioned to see that the work train receives careful attention. The average dispatcher does not fully realize the importance and expense attached to a work train. The trainmaster and traveling engineer should go with this train and look after its handling by the crew, as a loss of ten minutes to a large gang means money thrown away in more ways than one. When using a work train the work should be carried on in the direction of the current of traffic, if possible, and therefore move with it. At noon, while the track men are eating their lunch, unless the conductor or some member of the crew is an operator, or the telephone is used for dispatching, and an instrument is at hand, the engine should go to the nearest office and secure further help on trains and if necessary the crew may get their lunches during this time, so the engine can be back and start to work at 1 p. m. sharp. When the work is finished, the men may be sent home on convenient trains or handled by the work train, the object being to get them home as soon after the work is done as possible. The engine can sometimes be used to handle a train to the terminal or be run to a convenient point to get a train the next day.

THE EVOLUTION OF JIMMY BROWN

When Jimmy Brown was yet in his
Extremely youthful days,
His grandma (English born) was wont
To sound her offspring's praise,
And called him "Magnet of the Ohm,"
Such his attractive ways.

When Jimmy, later, went to school,
His teacher, sighing, said
She never such resistance knew
In any youthful head;
So negative to knowledge, yet
So positively red.

And when, in course of time, he grew
A schoolboy, tall and slim,
Such drawing qualities were found
Developing in him,
With just a little carbon point
All things were drawn by Jim.

He drew the schoolhouse down the lane,
And there it stood, askew;
He drew the girls, but that, no doubt,
'Most any boy could do;
Then, chief in point of interest,
The principal he drew.

He drew the other boys with such
Effect on one or two
(To some electro-chemical
Reaction doubtless due),
That Jimmy's eyes were turned to black;
His eyes, that once were blue.

And, held within a field of force,
Alternate currents rose,
A much excited armature*
Connecting with his nose.
Alas! the contact grounded him
And left him comatose.

'Twas then and there that Jimmy Brown,
By high induction led,
Discovered certain properties
Attaching to the head,
Whereby arrested motion turns
To blue and white and red.

* * * * * * * * * * *

O marvel not that Jimmy Brown,
When schoolboy days were past,
By natural selection, chose
His lot in life to cast
With Samuel F. B. Morse, as his
Disciple to be classed.

O marvel not that Jimmy Brown
To dot and dash inclined,
As one whom Destiny had marked
(A Destiny not blind)
Even from his cradle up to be
Of telegraphic mind.

And marvel not that Jimmy Brown,
No longer now a chick,
Through many busy years has made
A living out of "tick,"
And works, upon the Q. E. D.,
A train dispatcher's trick.

—WILLIAM HENRY JONES.

(*Perhaps this should be spelled "amateur."—Ed.)

STANDARD TIME BY WIRELESS TELEGRAPH.

The United States Naval Radio station at Arlington, opposite Washington (postoffice, Radio, Va.), sends out standard seventy-fifth meridian time every day, at noon and at 10 p. m.; and the same plan, with slight variations, is carried out at other stations—Key West, New Orleans, North Head, Eureka, San Diego and Mare Island. These time signals are sent primarily for the benefit of ships at sea, but we are informed that a number of jewelers in the eastern and the middle western states are making use of the signals. At this season of the year the time signals sent out from Arlington are received at stations on the Pacific coast. The Arlington station has a direct wire from the naval observatory, across the Potomac river, from which the signals are repeated by a relay which actuates the radio sending instrument. The time signals sent out from the stations on the Pacific coast come from the observatory at the Mare Island navy yard. The signals are sent in the same way that they are sent over telegraph wires, but they are kept up for five minutes, with the customary intermissions, beginning five minutes before the even hour. A small and simple radio installation is adequate to receive these signals.—Railway Age Gazette.

KNEW ALL THE TIME.

A certain young man's friends thought he was dead, but he was only in a state of coma. When, in ample time to avoid being buried, he showed signs of life, he was asked how it seemed to be dead. "Dead!" he exclaimed. "I wasn't dead. I knew all the time what was going on. And I knew I wasn't dead, too, because my feet were cold and I was hungry." "But how did that fact make you think you were still alive?" asked one of the curious. "Well, this way. I knew that if I were in Heaven I wouldn't be hungry. And if I was in the other place my feet wouldn't be cold."

GOVERNMENT FIGURES EXPLAIN RISE IN MAINTENANCE COST.

The Bureau of Railway News and Statistics, Chicago, has issued the following:

"In figures showing that wages paid to labor engaged in the building and repair of railway cars increased from 27 to 50 per cent in the 15 years between 1897 and 1912, and from 7 to 18 per cent in the 4 years between 1909 and 1912, just compiled by the Bureau of Labor Statistics of the United States Department of Labor, railway managers of the country have been given by one branch of the national government a direct answer to recent charges made against them before another branch, the Interstate Commerce Commission, that expenditures for maintenance have been excessively expanded.

"The government figures are compiled from private car building shops and railroad shops engaged wholly or mainly in the building and repairing of steam railroad cars, both passenger and freight, and both wooden and steel. In selecting the establishments from which to secure the data the government Bureau of Labor Statistics undertook to represent every state in which the building and repairing of steam railroad cars is of important proportions so that the results obtained are of the most representative character possible.

"The data afforded are the first of the kind compiled and given out by the government in almost six years, and are of graphic significance as a reflection of the serious inroads made upon the railway dollar in recent years in the important branch of maintenance of equipment.

"Taking as 100 the average wage per hour paid distinct classes of workers in car building and repairing in the 10-year period 1890 to 1899 the government figures give the relative hourly wage in each year from 1890 to 1912. There is shown a gradual decline from 1890 to 1896, and then a decided and unchecked rise which in the 15 years since has resulted in the following enormous changes:

	Relative wage per hour	
	1897	1912
Cabinet makers	97.2	136.7
Carpenters and car builders, wood	98.2	127.6
Laborers	98.5	127.1
Machine woodworkers	95.4	133.1
Machinists	99.4	139.7
Painters	100.8	128.0
Pipe fitters	99.6	136.3
Tinners	102.3	150.1
Upholsterers	96.2	144.2

"The rise in wages per hour represented ranges from 27 per cent in the case of painters to 50 per cent in that of upholsterers. In power to purchase a painter's labor the railway dollar of 1897 shrank to 79 cents by 1912, while in the case of upholsterers it shrank to 66 cents!

"What this means is appreciated only in connection with the fact that 60 per cent of equipment maintenance represents wages. On this basis, $268,000,000 of the $448,000,000 paid by roads of Class I and II in 1912 went in pay to labor. Had 25 per cent of this wage been saved (less than the rise in payments of any class above), the equipment maintenance account would have been smaller by over $67,000,000.

"In four years from 1909 to 1912 the advance in wages per hour ranged from 7.2 per cent for machine woodworkers to 8.9 for machinists; 10.0 for carpenters; 10.5 for car repairers; 12.1 for painters; 13.0 for laborers; 13.3 for cabinet makers; 13.8 for truck builders; 15.2 for tinners; 17.4 for pipe fitters, and 18.1 for upholsterers.

"Were the general average only 10 per cent higher $27,000,000 could have been saved on the 1912 bill for equipment maintenance had the 1909 wages been in effect. As the total increase for equipment upkeep in the same time was $84,000,000 there is accounted for thus some 33 per cent of the expansion which has so horrified the soul of Clifford Thorne.

"Moreover the bureau's figures for 1913 show that there was a further increase in the wages of railway shopmen for that year over 1912."

RAILWAY OPERATION MORE SAFE THAN CHICAGO STREETS.

More than three times as many people, in proportion to population, were killed on the streets of Chicago during 1913 than were killed by all the railways of the United States, including passengers, employees, trespassers and others, in all classes of accidents, according to a statement issued by the Bureau of Railway News and Statistics.

"In a population of approximately 100,000,000," says the statement, "there were killed in all classes of accidents on the railways 10,550 persons, of whom 5,558 were trespassers; only 759 of the remainder were killed in accidents to trains.

"Records of the coroner's office show a total of 802 persons killed on the streets of Chicago during the 12 months of 1913. With a population only approximately one-fortieth as great, there was a total killed one-thirtieth as great, 321 fatalities per 1,000,000 inhabitants on the streets of Chicago against only 105 per 1,000,000 inhabitants, due to railway operation, more than one-half of which were trespassers.

"During the year there were 136 persons killed on Chicago streets by automobiles alone, or within 5 of the number of passengers killed by all the railways in accidents to trains.

"In other accidents on the streets there were killed 584 persons, the causes being such as bicycles, elevated railways, street and steam railways and motorcycles. How serious the question of automobile accidents alone has become is shown by the fact that there was an increase of fatalities from this cause from 98 in 1912 to 136 in 1913, or 38.8 per cent. In New York there was a simultaneous increase from 226 to 302, or 33.6 per cent."

The Norfolk & Western has issued a "safety bulletin" to indicate the progress being made by the safety department of the road toward accident prevention. The bulletin includes a number of pointers to agents and other employees, suggesting safe methods, statistics showing the reduction in accidents since the safety committees were established, and a statement of the improvements made by the various division safety committees. The bulletin also includes a chart showing that in the eight months since the safety work was inaugurated on this road the number of injuries to employees per month has been reduced from 447 to 302; while the engine mileage in that time has shown practically no change; also a number of statements showing the comparative percentage of efficiency in accident prevention on various divisions and in various shops, based on the number of men employed.

The Interstate Commerce Commission has completed an investigation into ownership of freight cars in the United States, and for the first time since the commission was created it has definite figures as to the number and character of freight equipment of American railways. According to the commission's figures, there are in the United States 2,300,000 freight cars owned by railroads and 140,000 cars owned by car companies and other private ownerships, or 5.7 per cent of the total number. Private parties own more refrigerator cars than the railroads, the private car lines owning 54,000 and the railroads 49,000. The investigation developed there are 43,000 freight cars in the United States used for no other purpose than the transportation of automobiles. It is asserted that there have been abuses and what amounts to rebates in connection with private cars.

JUDICIAL WITH A VENGEANCE.

When Taxpayers Furnish Attorneys to Shippers.

Railway officers incessantly complain that the railways do not receive a square deal from the regulating authorities, and especially those of the states. The Railway Age Gazette in an editorial in its issue of March 13, entitled "'Impartial' State Commissions," told how members of certain western state commissions had met at Kansas City, decided without having heard anybody that the eastern railways were not entitled to an advance in rates, and designated one of their number to go to Washington and appear before the Interstate Commerce Commission to show it why rates should not be raised. The states in question are Iowa, North Dakota, South Dakota, Missouri, Nebraska, Kansas, Oklahoma and Arkansas. The representative they sent to Washington is Clifford Thorne, chairman of the Iowa Railroad Commission. This gentleman has since, as chairman of a state railroad commission, and therefore, presumably, a representative of the public and the public alone, got much publicity for his anti-railway arguments. As indicated by the Railway Age Gazette last week, it has now developed that he not only represents these eight state commissions, but also represents two large organizations of shippers, the American Live Stock Association and the National Council of the Grain Dealers' Association. Thorne explains to the Chicago Tribune that his expenses are paid by the states mentioned, and that he represents the shippers only "by courtesy." In other words, he is taking the money of the taxpayers of these states and using it to carry on litigation in behalf of the American Live Stock Association and the National Council of the Grain Dealers' Association. These facts very strikingly illustrate the "impartial" and "judicial" attitude of these eight state commissions. It certainly is pretty soft for the shippers when they can get the taxpayers of the states to furnish them with attorneys in the persons of members of railroad commissions to handle their litigation for them. But what of the morals of a transaction in which money collected from the taxpayers of eight states is used to conduct litigation for organizations of shippers which, as their attorney boasts, have a membership in every state west of the Mississippi river? Is it any wonder, when such things happen, that men of some sense of decency and fairness criticize the sort of regulation to which railways are subjected in most of the western states?—Railway Age Gazette.

RETRENCHMENT.

Since December 1 last, the Pennsylvania Railroad has dismissed or suspended 15,000 employees because of the necessity to reduce expenses on account of the falling off in receipts; and of the 125,000 persons still kept at work, it is said that nearly one-third have been placed on part time. At Altoona, about 1,250 shopmen were laid off. In the general offices at Philadelphia, 200 clerks were laid off last week. Current reports indicate that further suspensions will be made. President Rea issued a statement in which he said that reductions in the forces had been delayed as long as possible. Many other roads began to reduce in the middle of 1913, but the Pennsylvania continued its men on the payrolls until the reduction in revenues became so serious that retrenchment was imperative. In the four months ending with February the decrease in net operating income was $6,652,671. A number of passenger trains were taken off several weeks ago; many others recently; and on April 1 the total number thus discontinued was 118, an aggregate reduction in train mileage of 170,645 miles monthly. On the Pennsylvania lines west of Pittsburgh, the mileage of the trains taken off since January 1 is about the same as that reported by the eastern lines. East of Pittsburgh and Erie, the most important trains taken off are the following:

Five between New York and Washington, four between Philadelphia and New York, ten on the Philadelphia division, two between Pittsburgh and Buffalo, one between Altoona and Philadelphia, eight on Maryland division, eleven on Trenton division, one on Middle division, two on Pittsburgh division, nine on Conemaugh division, three on Erie division and Northern Central, six on Baltimore division.

On the New York Central Lines both east and west of Buffalo the dismissals or suspensions since December 1 last number about 25,000, two-fifths of which number represents the lines west of Buffalo.

Other roads have laid off large numbers of men, but reports are not so definite. The Erie has laid off 6,000 men since December. The Erie's shops are running on half time.

An officer of the New York Central said that the reduction in forces on that road had been gradual, but that few men had been dropped since January 1. "The present working force of the New York Central," he said, "numbers about 145,000 men. But if we were carrying an amount of business equal to that of last year we should need 15,000 more, and if there had been a normal growth, say of 4 to 6 per cent, we should need 25,000 more men than we now have on our payrolls."

AN INTERESTING MODEL.

The Interborough Rapid Transit Company shows a model of a power station illustrating the losses in power from the furnace to the third rail by the use of small streams of water cut off at the various points from the main stream. The Interborough buys all its coal on the thermal unit basis and the apparatus for conducting the coal tests is set up in the exhibit. Various diagrams are given showing the increase in efficiency in power plant and train operation during the past nine years. There is also included a model, in operation, showing the method of time spacing of trains approaching stations, by the use of block signals and automatic stops very close together, so that a train can safely approach very close to a train ahead of it standing at a station, thus reducing delays. The alarm system by which the current is cut off the third rail in case of emergency is also shown in working order. The Interborough has on the subway division 2,000 automatic block signals and these operated perfectly 200,000,000 times in 1913. One of the most interesting parts of the exhibit is a series of historical illustrations showing the various steps in the progress from the first street railway in the world, which was operated by horse cars in New York, in 1832, to the present-day 10-car subway trains. In 1837 horse cars and omnibuses carried 25,000 passengers daily in New York. In 1871 with steam elevated trains and horse cars there were 407,000 passengers carried daily, while in 1914 electrically operated elevated, surface and subway railways 5,763,000 passengers are carried daily.

NO RAILROAD MAN NEED APPLY.

Public Interest Ignored by Governor.

The governor of New York, in a number of important appointments which he has had to make recently, has aimed chiefly to satisfy his party, or one or other of its factions, and thus has neglected the high duty of selecting the men best fitted for the several places. James E. Sague, public service commissioner for the Second district, has been pushed aside for a new man, whose distinctive merit is that he is a Democrat. Mr. Sague, appointed by Governor Hughes in 1907, is a mechanical engineer and a man of long railroad experience, and in addition to this is now a public servant of six years' experience. Moreover, his record as commissioner has been highly creditable. From

the standpoint of knowledge and skill in dealing with questions of railroad operation he is the ablest public officer in the United States, either state or federal. But all of this counts for nothing against party expediency. The new commissioner appointed in place of Mr. Douglas is professor of law in Cornell University. This appointment evidently is on a higher plane than one which is made to hang wholly on political considerations, but there is still the total ignoring of the value of experience in the office. Railroad commissioners have to be educated by the state (after they take office) at great expense; but this is a consideration to which the appointing powers seem everywhere to be lamentably blind.—Railway Age Gazette.

COURTESY PAYS.

The other evening a man called up on the telephone to ask whether his brother was in the building. One of the office force answered the telephone, and soon the man himself appeared in the lobby.

"I would like to meet the man who answered the telephone just now," he remarked.

"Why, was there anything wrong about his answer?" asked the man in the office.

"Not a thing," said the visitor, "and that's just why I want to meet him and compliment him. I have called this place up a good many times, and I have always received the utmost courtesy. You don't get it in every place. When I asked if my brother was here, your young man answered: 'Yes, he is here in room twenty, and he is to be called at nine o'clock. If you come right over you will be in time to see him.'

"I just want to say that I am a member of an organization that claims to do about what you people are doing, but we don't get treated right over the telephone. I wish we had what you've got."

It was a little thing, and not at all praiseworthy, but it made a friend.—Railroad Men.

NO "CHANGE" THERE.

At a church fair recently a solemn looking, elderly gentleman remarked to a young man: "I never attend a church fair like this without thinking of the money-changers in the temple."

"I don't see the resemblance, sir," replied the young man. "There's no money-changing here. Whatever you give 'em they keep."

THE ECONOMY OF WORK TRAINS.

By G. W. Rear,
General Inspector of Bridges, Southern Pacific, San Francisco, Cal.
In Railway Age Gazette.

Work trains on operated lines are expensive, but just how much so is not generally known. The cost of the train service is not fixed, but it runs from $40 per day up, mostly up. The number of hours of actual work performed is small, many days only one or two hours being put in and that in several periods of a few minutes each. It would be safe to say that the average work train will not work over three hours per day in useful work. There are three principal reasons for this short working time: density of traffic, poor dispatching and poor handling of the train by the crew.

Where traffic is heavy, there is little time available between trains for work train service and as revenue traffic is most important, little can be done to avoid this kind of delay. Train dispatchers are sometimes known as "train detainers" and where work trains are concerned, the name is often appropriate. In selecting meeting points, the work train is usually given the worst of it and a great deal of time is wasted on passing tracks, waiting for trains. Where orders are given, the work train is usually last to get recognition. This is excusable on heavy traffic lines, but it often occurs on branch lines where there are only two or three trains per day. There is no organized conspiracy against work trains, but the poor dispatching is the result of a lack of understanding as to the cost of the work train to the railroad.

Very few train crews make good work train crews, some from a lack of the natural instincts for constructive work and others from a willful attempt to stretch out the job. They are all experts in figuring overtime and it is a wise supervisor that can beat the overtime game. A few trainmen enjoy work train service and it is wonderful what they can accomplish in comparison with the average crew. The good work train conductor takes time by the forelock, gets a thorough understanding of the work to be done and insists on getting proper working orders. If the operator is off duty during any of the working hours, he arranges to get orders to cover that time. He keeps the brakemen out of the caboose and awake, so that when a move is to be made, it is not necessary to hunt up a trainman.

The good work train engineer takes an interest in the work. He does not stand on the siding two hours waiting for trains to

pass and then find, when all is ready, that he is out of water. When at work, he keeps a lookout for signals and does not have to be awakened after each stop of five minutes.

As a rule, if the work can be done in an hour or less, regular trains should be employed, if they can do the work during working hours and any certainty can be given as to what day the work will be done. The total cost of a work train and crew will be from $100 to $150 per day and in the neighborhood of one dollar a minute of actual working time.

In considering what can be done to increase the efficiency of work trains, it appears that something can be done by several officers and employees. The management should approve the purchase of sufficient labor saving devices, such as ballast unloaders and spreaders, rail loaders, ditchers, locomotive cranes, self-propelling pile drivers, etc., so that a large amount of work train service can be avoided altogether, and where unavoidable as much work as possible can be accomplished in the available time.

The superintendent can arrange to give the work train more time by running the extra trains at such times as to delay the work trains least. This can be accomplished by bunching the trains instead of running them at regular intervals all day. He may also overlook small delays to other trains, when caused by an attempt to expedite the work. In driving piles, for instance, many more piles can be driven if the chance of delaying a freight train a few minutes can be taken.

The dispatcher can do a great deal to promote the efficiency of the work train by giving it a little the best of the "meets," and by prompt recognition when orders are asked for. Orders are often given that some extra will wait at A until 8:10 and at B until 9:10, etc., for the work train when it does not stand any chance of getting to A before 10 o'clock. Regulars are said to be on time when they are from 30 minutes to 2 hours late. If the dispatcher will understand that the work train is costing about a dollar a minute of actual working time, he will see that delays are expensive.

The conductor can do most to lengthen the working periods by asking for orders promptly, stating just the kind of order desired, doing the switching quickly and taking advantage of every minute to be on the main line. He should keep the trainmen on the alert to give signals when movement is required. The engineer can do his part by oiling up and taking water when it will delay work as little as possible, being on the lookout for signals and answering them promptly.

SALT AS A TIMBER PRESERVATIVE.

In replacing a railroad trestle recently burned along the north shore of Great Salt Lake, engineers have just found that the piles are still perfectly sound after 43 years of service. Looking for the cause, since these were only local pine and fir, they found the timbers were impregnated throughout with salt from the lake.

At another point on the lake, 18-inch piles, set 29 years, are similarly preserved with salt which has penetrated to their very center. Timbers in the Southern Pacific trestles across Salt Lake, placed in 1902, appear to be as good as on the day when the piles were driven. They have been preserved well above water line by the salt dashed on to them by the waves, a fact apparently anticipated by the engineers who built the trestles.

The first transcontinental telegraph line, built before the railroad, extended west from Salt Lake City through the prosperous mining camps of Eureka, Austin and Virginia City. When the railroad was built, the telegraph line was transferred to follow its right of way and the old poles sawed off at the ground. An engineer who recently examined the butts left in the ground in the salt desert near Fish Springs found that, although fifty years had passed since the poles were cut off, the old butts were perfectly sound.

Telephone and electric companies in the Salt Lake valley have used the local salt for preserving poles. When set up, about 75 pounds of salt is placed around the pole on the ground. This method cannot be used, however, when the pole is on or near a lawn or in any place where vegetation is desired.

It is pointed out that the reason why the waters of Salt Lake act as a strong preservative, as distinguished from ocean waters, is because the lake water is so much saltier, being practically a saturate solution. Preservation with salt is of no use in ocean piling against the attack of teredos and other marine borers.

Experts in the forest service who have been investigating the preservative treatment of timber offer the suggestion that ties and poles which have been immersed for some time in the waters of the lake ought to be impervious to decay if the salt is not leached out by the action of the elements. It has been suggested that this can be

guarded against, for example, by painting the butt of the pole with a coat of creosote which will keep out the moisture and keep in the salt.

UTILITY OF WIRES.

It would be highly interesting to know how much the world is gaining by the prevalent and growing practice of making the most of available facilities. In our issue dated March 1 we published statements from several railway telegraph superintendents regarding the extent of use to which they put their wires, and, in this issue, other contributions on the same subject are given.

The possibility of obtaining from two telephone circuits three telephone conversations and eight telegraph messages, simultaneously, without interference with each other, is a fascinating thought indeed, and it is not only beautiful in theory, but is practicable as well. Without going into details as to how this is accomplished, it is sufficient to say that the commercial telegraph companies, telephone companies and railway companies enlarge their facilities by superimposing, "phantoming" and multiplexing their existing circuits in ways modified to suit their special needs.

The importance of getting all the use possible out of wires cannot be overestimated. Existing pole lines are now overloaded, and it seems as if the limit had been reached. Hence, to paraphrase a familiar expression, the necessity of making three or more wires grow where only two existed before. The extra facilities thus obtained, however, are not all physical realities, but so-called "phantoms." This is a case where a "phantom" is put to good and practical use, notwithstanding the popular idea of apparitions.

The telegraph companies find it imperative to get more work out of their wires because of plant limitations, and, as a consequence, they are testing and introducing high-speed machine systems with that object in view. The recent blizzard in the vicinity of New York destroyed much telegraph property, the damage being attributable largely to the overloaded condition of the poles. Fewer wires and the use of high-speed systems of transmission would seem to be a partial solution of the problem that confronts the companies.

Not only are the American companies interested in these matters, but in England and other countries the same conditions prevail. The English postoffice engineers are giving much attention to increasing the carrying capacity of existing telegraph and telephone lines by every possible means. The Baudot sextuplex duplexed, giving 12 circuits from one wire, has been introduced between London and Birmingham, and advantage is also taken of the trunk, or long distance, telephone wires by superimposing, in order to increase their utilization factor. It is stated that recent experiments have been made with a superimposed Wheatstone circuit, working at a speed of 150 words per minute, without any observable interference with the telephone service.—Telegraph and Telephone Age.

A bill proposed in the legislature of New Jersey by the Judiciary Committee of the lower House provides that if any railroad refuses to carry free every officeholder and many minor state employees, it shall be fined $10,000 for each such person ejected from trains after a refusal to pay fare; and this notwithstanding that the Supreme Court has decided upon constitutional grounds that a large proportion of these persons are not entitled to free transportation. If any railroad challenges this law there is a provision to repeal its charter. This bill would make mandatory in New Jersey a practice absolutely forbidden by federal law. Its introduction follows a request made by the railroads that 137 officers and employees of the state, who, under a recent decision of the Supreme Court, were not entitled to ride free, should pay the proper railroad fare. While time of the legislators has been devoted to the introduction of ridiculous measures like this, the railroads have been unable to secure a respectful hearing in the Senate or Assembly for their petition to repeal the extra crew law.

"KNOCKERS"—ATTENTION.

If you work for a man, in Heaven's name WORK FOR HIM. If he pays you wages that supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents. If put to a pinch, AN OUNCE OF LOYALTY is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position and, if you are a weakling, when you are outside damn to your heart's content; but as long as you are a part of the institution, do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along, you will be uprooted and blown away, and probably you will never know why, as many have experienced. —Elbert Hubbard.

SUPERHEATED STEAM.

A saving in coal consumption of no less than 30 per cent is stated to have been recorded by the Midland Railway in comparative tests between a locomotive fitted with a superheater and one of similar design less the superheater. Another comparison of consumption per ton mile shows an average saving of 23 per cent in coal and 22 per cent in the quanaity of water used.

These interesting results were given by Henry Fowler to the British Institution of Civil Engineers in a paper setting forth the advantages of and difficulties encountered in the use of superheated steam in locomotives. The utilization of steam superheated, said Mr. Fowler, has engaged the attention of engineers since the middle of the eighteenth century. Its application in locomotives was suggested over 85 years ago, and for half a century many attempts were made to employ it in this class of engine, but owing to trouble arising from the packing and the lubrication these were not successful.

The type of superheater now in most general use is that in which the steam receives its superheat when passing through small tubes placed in large smoke tubes through which the heated gases travel on their way from the firebox to the chimney. This type is general in this country, where, in addition to the Schmidt system, the Swindon and Robinson systems, which differ from the Schmidt in detail only, are also employed. The utilization of the heat in smokebox gases has been tried repeatedly but without much practical success.

Under ordinary conditions, when an engine is running the steam passing through the superheating elements carries away with it sufficient heat to keep the metal of the elements comparatively cool. When, however, a locomotive is running down an incline without steam this does not occur, and it becomes necessary to prevent the gases from passing through the fire tubes. This is effected by a damper or some other type of retarder. Arrangements are generally made for working the dampers or retarders automatically.

The greater volume of superheated steam, when compared with saturated, has in many cases led to the adoption of larger cylinders and lower boiler pressure. This leads to economy in boiler repairs, which may counterbalance the increase of maintenance necessary for the extra apparatus required when superheated steam is used. The degree of superheat usually employed is 230 degrees to 260 degrees F. No figures at present seem to be available for the variation in the economy with varying degrees of superheat.

Experiments have been carried out to ascertain the effect of superheating the steam supplied to the high pressure cylinder of a three-cylinder compound locomotive and it has been found that a saving of coal of 25.9 per cent and of water of 22.3 per cent has resulted when comparison is made with a similar engine using saturated steam. In tests carried out with good engines the coal saving has been from 14.3 per cent to 18 per cent.

Piston valves are in this country used almost exclusively in locomotives using superheated steam. These have to be of special design, owing to the greater fluidity of superheated steam and to the difficulty of efficiently lubricating any surface to which highly superheated steam has access and which has a heavily loaded machine part passing over it. For the same reasons special attention has to be paid to the design of the piston head.

OBSERVANCE OF RULES ON THE PENNSYLVANIA.

To test the general observance of rules on the Pennsylvania Railroad, 5,961,732 observations were made and reported in 1913, with 8,120 failures, showing a record of 99.9 per cent perfect. These tests included a great variety of violations, from employees reporting late to smoking on duty, using locomotive whistle unnecessarily, leaving headlight burning in daytime, using foot to adjust couplers, going between cars to repair leak in air brake hose without notifying train crew, placing torpedoes where persons are liable to be injured by them, and the use of reliable watches. In all, 93 different kinds of observations were made. Exactly 784,675 observations were made as to the use of intoxicants by employees, and only 158 cases required discipline.

AN IMPROVED SPEED RECORDER.

Charles Edmonds, a mechanic in the shops of the Baltimore & Ohio at Baltimore, has invented and patented a visual and audible annunciator, to be attached to the speed recorders used on Baltimore & Ohio locomotives. A gong fixed in the cab is sounded and an electric light is energized, whenever the speed of the locomotive, as indicated by the recorder, rises above a certain prescribed rate. The light continues to show and the gong continues to ring while the train is running a distance of about 8,000 feet.

THE MAIN REASONS FOR ADVANCES IN RATES.

In spite of all that has been said and written on the subject, in spite of all the evidence that has been adduced, it is still hard or impossible for many fair and intelligent persons to believe that there is any real justification for advances in railway rates in the United States. They have been used to seeing rates go down; they have been used to hearing the railway business called one of "increasing returns;" and the suggestion that all past tendencies should be reversed comes as a shock. We believe, however, that any intelligent person who will consider the following points with an open mind will become convinced that under present conditions the downward trend of rates must now be arrested in the United States, as it already has been in almost every other country.

1. The prices of equipment and supplies steadily increased over a considerable period of years, and the wages of railway labor have continued to increase up to the present moment. If other things remain equal, while railway traffic increases, the cost of handling each unit of traffic will decline, and then rates may decline while profits increase. But if the costs of labor, equipment and supplies increase this tends to offset, and if the increases are sufficient will more than offset, the effect of the growth of traffic, the result being an increase instead of a decrease in the cost of handling each unit of traffic. To attempt to apply the law of increasing returns to the railway business under the conditions of recent years, is to stick to a theory when the facts on which that theory is predicated do not exist.

2. The public has for years been demanding an ever higher standard of freight and passenger service. Disregarding for the moment the effect of this on the amount of the investment in railways, it causes an increase in their operating expenses. As F. A. Delano showed in his recent testimony before the Interstate Commerce Commission, every raise in the standard of service increases the costs of maintenance of both way and equipment. You can't maintain big and expensive passenger stations as cheaply as small and inexpensive ones. You can't maintain track as cheaply when you operate fast trains as when you operate slow trains. And, of course, better service tends to increase transportation as well as maintenance expenses. Here we find another influence which tends to nullify the effect of the operation of the law of increasing returns.

3. Public regulation, while in many forms needful and justifiable, also tends to increase expenses in numerous ways. For example, the numerous reports that railways are required to make to commissions, legislative bodies and so on cost them a great deal of money. Another cause of expense is the time of their officers consumed in appearing before and negotiating with regulating bodies. Much regulation, such as that requiring larger train crews and semi-monthly payments of wages, causes heavy increases in expenses without conferring any appreciable benefit on anybody. The legislation regulating employees' hours of work, workmen's compensation and so on also involves added expense.

4. The higher standard of service demanded by the public requires much additional investment which is relatively unproductive. In other words, it does not, with present passenger and freight rates, cause a sufficient increase in net earnings to pay a return on itself. That is true of most of the hundreds of millions of the investment being made currently in passenger stations and terminals, track elevation, safety appliances and steel cars. It does not follow that most of this investment ought not to be made. Most of it ought to be made in the interest of safety and good service. The point to which attention is directed here is that such investment is relatively or entirely unproductive in a purely economic sense, and that, therefore, it tends to increase the rates that must be charged. In recent discussions of the question of rate advances it repeatedly has been remarked that railway net earnings per mile of line are larger than in past years, the implication being that this shows the railways are prosperous. But suppose investment per mile has been increasing faster in proportion than net earnings per mile—then what? Now, this is just what has been occurring on the railways which have been responding the most enterprisingly to the public's demand for unproductive improvements in service. The trouble with the railways is not that their net earnings are declining—although four of the last six years have been bad years for them—but that net earnings have not been and are not increasing in proportion to investment and the demand for investment.

5. The rate of return which railways must pay on new securities in order to sell them at reasonable prices has been, and is, increasing. This is due to a number of causes. First, there has been an increase in the rate of interest throughout the world; and this

necessarily increases the amount of return which railways, as well as other concerns, must pay. Second, as Mr. Delano made so clear in his recent testimony before the commission, the railway's own past borrowings and sales of stock have raised the average rate that they must pay. Many of them have out all of the bonds of various denominations that they can sell under present conditions except at ruinous discounts; and in many cases their surpluses in excess of moderate dividends are so small that they could not sell stock except at far below par; for the prices of outstanding senior securities are no criterion of what new securities could be sold for. Third, government regulation, by removing the speculative element from the railway business, has affected the return that must be reasonably assured in order to attract investment. In past years the investor in railway securities took the risk of losing his entire investment, just as did the investor in any other enterprise. But at the same time, like the investor in any other enterprise he could expect, if the business was successful, to receive substantial, large, or even enormous profits. Now, government regulation has about sounded the knell of stock bonuses, melon-cutting and so on, thereby causing railways to lose their interest for the more speculative classes of investors. At the same time, regulation has not augmented the attractiveness of railway securities for more conservative investors by increasing the certainty of a moderate return. In other words, its tendency has been to fix a maximum return, but no minimum return, a combination which makes all classes of large investors timid, and necessitates an increase in the average amount of profit earned and paid in order to attract them.

It will be seen that there have been concentrated on the railways numerous influences which have tended to increase the expense incurred by them in handling their business. In spite of the operation of these influences the tendency of rates up to the present has been downward. The influences that have tended to make necessary advances in rates have been counteracted by the operation of the law of increasing returns and by the economies that the managements of the railways have effected by the introduction of improved methods and machinery—economies without a parallel in any other country. But the railways can no longer go on as they have been doing. They have reached the parting of the ways. The increases in operating expenses and in the return on investment necessitated by advances in prices and wages, by raises in the standards of service, by regulation, by the increase in investment and by increases in the rate of return that must be paid to capital have at last nullified the effect of the law of increasing returns and outstripped the economies introduced by the managements. The same situation has developed in numerous other countries, on both government and private railways, and it has been dealt with by advancing passenger or freight rates. And that is the only rational way, from the standpoint of the public welfare, to deal with it in the United States.—Railway Age Gazette.

AN UNSOUND PARALLEL.

("Wall Street Journal.")

When the question of government ownership of railroads, in a country whose government is subject to the popular vote, crops up, we are invariably referred to the Panama Railroad as an instance of successful public ownership. If charging three cents per ton for freight carried by the privately owned railroads of the United States for one-fourth of that figure represents successful operation, there is nothing more to be said. Is that the kind of bill the shippers of this country and the consumers are willing to pay to secure the proffered boon?

But the administrative success in Panama was due to the exact reverse of popular government. It was, in fact, a military autocracy. Officers of the American army, beyond the reach of bribes or politics, administered the road, unhampered by taxing boards, state regulating bodies, labor unions or the Interstate Commerce Commission. If the carriage of freight under such favorable conditions was so costly on the fifty miles of switch at Panama, what would not politics do with the 250,000 miles of steam railroad here?

When the German state railroads, capitalized at twice the figure of the American roads, are quoted as an instance of successful state ownership, the same objection applies. Their administration is quasi-military and absolutely autocratic. There is nothing like popular control. All sorts of rebates and favors are conceded as matters of state policy, and the losses are made up by the general taxpayer, the consumer and the shipper small enough to be ignored.

No less than 216 local bodies in this country have tried municipal ownership of electric railways and relinquished it. Texas has a state railway on its hands, which it would like to give away to a private corporation on any terms that would save its face. The

plain fact is that only privately owned roads, run with the most rigid economy and the highest efficiency possible by a corporation, can in any measure meet the ever increasing public demands and live.

It is said that the $35,000,000 government railroad in Alaska is to be an object lesson in successful government ownership. Even if it is run without rebates, passes or political favoritism, at the present freight and passenger rates permitted by the Interstate Commerce Commission, it will provide a bottomless quagmire for the taxpayer's money, worthy to rank with the rivers and harbors pork barrel.

THE EXPRESS COMPANIES.

(New York Times.)

The way of Congress with the relation of the parcel post to the express companies is too thorough for the Merchants' Association of this city. It wanted the express business reformed, not ruined. Now that there is talk of the liquidation of the express companies, the association recalls how excellent was the service they rendered, and how inferior, comparatively, is the commercial service of the parcel post. The express companies collect their business, give receipts for what they collect, pay indemnity for losses, with special security against them, prevent damage in transit—whereas the postoffice does damage in examination of parcels—and do business through a wider range of classes. These are not only the affirmative excellences of the express companies, they also are the defects of the parcel post. To the extent that one of the two service cripples the other, and to the extent that the express companies retire from the unequal competition, the field is abandoned altogether, for the law disqualifies the postal parcel service from doing what the express companies do. It is the formal opinion of the association that the postal parcel service cannot be extended so as to be a satisfactory substitute for the express companies.

Congress and the Interstate Commerce Commission are racing each other in the authorization of destructive and unfair rates to please the people, and the people are not pleased with the results after all. Those who get anything for less than its cost and worth always want more, and never can be satisfied with anything short of all there is. It is so with the I. W. W., and, it would seem, with the people themselves. They are willing to accept the postal service, although it is established over the prostrate forms of the express companies, and supplied on Robin Hood principles. The postoffice requisitions the services of the railways in the manner of Villa, although amid profound peace. The postoffice submits to the protest of its own staff that it is overworked and underpaid. And then Representative Lewis in his place in the Capitol says this unpaid-for accommodation to the people "has turned a deficit in the postal revenues of $7,000,000 to an $8,000,000 or $10,000,000 surplus in the first year of its operation." The first year is not yet over, and the bills have not yet been presented or paid.

EXTENSION OF POWER OF INTERSTATE COMMERCE COMMISSION.

Representative R. B. Stevens of New Hampshire, has introduced in Congress a bill, which it is said has the approval of all the democratic leaders and is to be "the working basis of all the railway legislation attempted at this session." It provides for extension of the commission's power as follows: To prescribe standard safety devices and compel their installation. To prescribe standards of steel rails and determine what size and quality are necessary. To regulate the hours of labor of employees, to the end that overwork may not endanger passengers. To regulate speed and determine whether schedules can be adhered to without endangering safety. To determine when railroads shall be compelled to equip trains with steel cars. In addition, the bill will contain a blanket provision giving the commission unlimited power to supervise the operation of trains without regard to the phases specifically mentioned in the bill.

I STAND BY HIM.

"How is it," inquired a young bride of an older married friend, "that you always manage to have such delicious beef?" "It's very simple," said the older woman, "I first select a good, honest butcher, and then I stand by him." "You mean that you give him all of your trade?" "No; I mean that I stand by him while he is cutting the meat."

The wireless telegraph stations of the Delaware, Lackawanna & Western are now experimenting with telephone conversations without wires. On a train filled with students from Cornell University last week, the Lackawanna gave the use of the wireless telegraph without charge; and the students sent 118 messages from the train. From the company's wireless stations at Hoboken, Scranton and Binghamton, the messages were sent by telephone to the persons addressed.

PERSONAL MENTION.

D. S. Dailey is working extra at Great Falls, Mont.

J. W. Bell has accepted a trick with the Great Northern Ry. at Whitefish, Mont.

J. J. Dowling has been appointed chairman of Safety Committee, with headquarters at St. Paul, Great Northern.

C. C. Reynolds has been appointed trainmaster for the Great Northern Ry. at Melrose, Minn., vice W. D. Mason, promoted.

W. T. Patterson, trick dispatcher, has been appointed night chief dispatcher for the Great Northern Ry. at Great Falls, Mont.

G. D. Hughes, trainmaster of the Denver & Rio Grande Railroad at Helper, Utah, died at Salt Lake City February 28, aged 36 years.

W. A. Depew, trick dispatcher, has been promoted to chief dispatcher for the Great Northern Ry. at Whitefish, Mont., vice Nile Shaw, promoted.

J. H. Hicken has been appointed trainmaster on the Montana division, Great Northern Ry., at Havre, Mont., vice William Carswell, promoted.

The line-up of the Chicago, Milwaukee & Gary at Rockford, Ill., is as follows: W. S. Gilbert, chief dispatcher; E. E. Harrington and R. L. Shafer, dispatchers.

C. O. Lakin, formerly night clerk and extra dispatcher, has been appointed chief dispatcher of Chicago & Illinois Midland Ry., with office at Taylorville, Ill.

L. K. Butler, dispatcher in the Great Northern Ry. office at Havre, Mont., has resigned to accept a trick with the Illinois Central Ry. at Princeton, Ky.

Henry R. Koch, dispatcher of the Adams, Wis., office of the C. & N. W., has been appointed inspector of train dispatching and signals, with headquarters at Chicago.

C. S. Lake has been appointed general superintendent of the Seaboard Air Line, with headquarters at Portsmouth, Va., and the office of general manager has been abolished.

The line-up of the St. Louis, Iron Mountain & Southern Ry. office at Illmo, Mo., is as follows: E. C. Buckminster, chief; E. Axline, R. E. Allen, B. H. Layne, dispatchers.

Nile Shaw, chief dispatcher of the Kalispell division of the Great Northern Ry. at Whitefish, Mont., has been appointed trainmaster same division, vice W. R. Benedict, resigned.

A. F. Stafford, dispatcher, formerly with the Great Northern Ry. at Whitefish and Havre, Mont., and Minot, N. D., is now working a trick for the O.-W. R. R. & N. at La Grande, Ore.

J. J. Murphy, trainmaster of the Chicago, Milwaukee & St. Paul, at Malden, Wash., has been appointed superintendent of the Rocky Mountain division, with office at Three Forks, Mont.

J. M. Doyle, superintendent of the Marcus division, G. N. Ry., has been appointed superintendent of the Montana division of the same company at Havre, Mont., vice G. S. Stewart, transferred.

P. F. Keating, superintendent of the Great Northern Ry. at Sioux City, Iowa, has been appointed superintendent of the Breckenridge division at Breckenridge, N. D., vice G. E. Votaw, transferred.

William Carswell, trainmaster, G. N. Ry., Havre, Mont., has been appointed superintendent of the Marcus division of the same company, with headquarters at Marcus, Wash., vice J. M. Doyle, transferred.

W. D. Mason, trainmaster for the Great Northern Ry. at Melrose, Minn., has been appointed superintendent of the Sioux City division, with headquarters at Sioux City, Iowa, vice Paul F. Keating, transferred.

J. N. Hicken has been appointed trainmaster of the Great Northern Ry. at Havre, Mont., succeeding W. A. Carswell, promoted. Thomas R. Patterson succeeds Mr. Hicken as chief dispatcher at Superior, Wis.

C. E. Leveritch, assistant general superintendent of the Great Northern Ry. at Grand Forks, N. D., has been transferred in the same capacity to the Western district, with headquarters at Spokane, vice J. H. O'Neill, promoted.

G. S. Stewart, superintendent, Great Northern Ry., Havre, Mont., has been appointed superintendent of the Spokane division of the same company, with headquarters at Spokane, Wash., vice L. W. Bowen, promoted.

J. Russell, general superintendent of the Great Northern Ry. at Seattle, Wash., has been appointed vice-president of the Denver & Rio Grande R. R., with headquarters at Denver, Colo., in charge of the transportation department.

L. W. Bowen, superintendent of the Great Northern Ry. at Spokane, Wash., has been appointed assistant general superintendent of the Eastern district, same company, with office at Grand Forks, N. D., vice C. E. Leveritch, transferred.

A. C. Peterson, trainmaster of the Chicago, Milwaukee & St. Paul at Mason City, Iowa, has been transferred to Ottumwa Junction, in a similar capacity, succeeding W. H. Druen, resigned, and C. A. Anderson succeeds Mr. Peterson.

E. W. Grice, assistant to vice-president in charge of operation of the Chesapeake & Ohio and the Chesapeake & Ohio of Indiana at Richmond, Va., has been appointed assistant general manager, with office at Richmond, and his former position has been abolished.

Charles F. Smith, superintendent of the Montana division of the Oregon Short Line, with headquarters at Pocatello, Idaho, died on March 30 at the home of his parents at Niagara Falls, N. Y. Mr. Smith was granted leave of absence last November on account of ill health.

J. E. Lund, train dispatcher of the Northern Pacific at Livingston, Mont., who has undergone a severe operation for appendicitis and removal of good-sized abcess near the appendix, is reported to be doing well and will probably be able to resume duty within a reasonable time.

J. H. O'Neill, assistant general superintendent of the Western district of the Great Northern Ry. at Spokane, Wash., has been appointed general superintendent of the Western district, same company, with headquarters at Seattle, Wash., vice J. Russell, resigned to accept service with another company.

G. D. Brooke, superintendent of the Shenandoah division of the Baltimore & Ohio, with office at Winchester, Va., has been transferred as superintendent to the Ohio division of the Baltimore & Ohio Southwestern, with headquarters at Chillicothe, Ohio, succeeding J. D. Stack, resigned to go to another company.

H. N. Powley of the Livingston, Mont., office of the Northern Pacific is working trick in place of Joe Lund, in the hospital at Missoula, Mont. Harry Masters of that office was recently elected alderman of his ward, receiving a handsome majority. Dispatcher Farnsworth is laying off and is relieved by Guy C. Gabriel.

The line-up of the Willmar, Minn., office of the Great Northern is as follows: J. A. MacKinnon, superintendent; E. D. Woodcock, W. H. Ball, trainmasters; chief dispatcher, acting, J. H. Taylor; W. Hengstler, C. J. Goff, V. B. Dygart, G. E. Simonton, dispatchers. Chief Dispatcher J. H. Styles is out on the coast on vacation.

C. L. Hamilton has been appointed trainmaster of the Western division of the Pennsylvania Lines West of Pittsburgh Northwest System, at Ft. Wayne, Ind., in place of J. F. Patterson, promoted. E. M. Reese succeeds Mr. Hamilton as assistant trainmaster, and H. E. Hart takes the place of Mr. Reese as chief train dispatcher.

The Wilkesbarre, Pa., office of the Lehigh Valley is manned by Dispatchers J. J. Morrissey, J. M. Gallagher, J. C. Miller, G. W. Garrison, E. L. Beauzay, W. P. Boyle, G. W. Culbert, Extra Dispatcher F. E. Eldridge. The force at Hazleton, Pa., same road, consists of P. Perry, Geo. Lentz, Wm. Hass. At Easton, Pa., P. J. McNally.

Following is the line-up of the M. O. & G. Ry. at Muskogee, Okla.: D. Sallee, superintendent, Northern division, Muskogee; E. B. Fisher, superintendent, Southern division, Denison, Tex.; W. J. Donovan, trainmaster; J. D. Booth, chief dispatcher; F. J. Conway, D. J. Hardy, C. R. Pew, J. R. Dorris, dispatchers; G. A. Lindstrom, extra dispatcher.

We have just received information of the death over a year ago of John W. Skoda, who for a number of years was train dispatcher for the Great Northern and a member of the T. D. A. of A. A letter addressed to him at his last known address developed the fact of his decease, and we expect to publish an obituary notice in a future issue of the Bulletin.

Following is the line-up of the Indiana division of the B. & O. at Seymour, Ind.: J. C. Hagerty, superintendent; C. A. Plumley, S. U. Hooper, trainmasters; H. S. Smith, chief dispatcher; S. V. Copeland, night chief dispatcher; S. W. Baker, B. W. Parker, C. F. Dixon, J. H. Demann, D. R. Begley, C. McGowan, dispatchers; R. J. Sanders, R. J. Bobbitt, extra dispatchers.

Following is line-up of the Great Northern Ry. at Whitefish, Mont., Kalispell division: John C. Sesser, superintendent; C. O. Bradshaw and Nile Shaw, trainmasters; W. A. Depew, chief dispatcher; L. P. Alexander, night chief dispatcher; W. E. Watts, L. A. Appleman and Ben Kirtland, dispatchers, East End (mountain); C. W. Harman, James Clifford and J. W. Bell, dispatchers, West End.

James A. Connors, dispatcher for the Buffalo & Susquehanna R. R. at Galeton, Pa., a member of the T. D. A. of A., has been nominated by petition as the Washington party candidate for the legislature. Mr. Connors will make an able representative if

elected and the Bulletin wishes him success. We need representatives with the Washington devotion to the interests of all the people and the sane Washingtonian mental poise.

The following changes have been made recently on the Panama R. R. On March 2 the trainmaster's and dispatcher's offices were transferred from Colon to Panama City, and are now located in the new station. The position of chief dispatcher was abolished and all dispatchers, agents and operators report to the trainmaster, the dispatchers putting out all business over their own signature. The following is the present line-up: Lieutenant Frederick Mears, superintendent and chief engineer; F. R. Blunt, trainmaster; C. W. Northrop, F. S. Hirsch and Geo. N. Noltee, dispatchers; E. F. Orr car accountant.

J. M. Kurn, who has been elected president and general manager of the Detroit, Toledo & Ironton Railroad Company, with office at Detroit, was born in 1870 in Mount Clemens, Mich. He entered railway service in 1885, with the Michigan Central as telegraph operator, since which he has been consecutively, November 10, 1887, to 1892, with the Santa Fe as an operator and agent; 1892 to 1902, dispatcher, Pueblo, Colo.; 1902 to 1903, chief dispatcher; 1903 to June 27, 1905, trainmaster; June 27 to August 20, 1905, trainmaster, Las Vegas, N. M.; August 20 to December 30, 1905, superintendent of the Rio Grande division, San Marcial, N. M.; January 1, 1906, to October 1, 1910, superintendent of New Mexico division, with office in Las Vegas, N. M. On October 1, 1910, general superintendent, Northern district, Western Lines.

H. E. Hutchens, general superintendent of the Southern Railway at Greensboro, N. C., has been appointed superintendent of passenger transportation, with headquarters at Washington, D. C. W. M. Cowhig, superintendent of transportation at Washington, has been appointed superintendent of freight transportation, with headquarters at Washington, and his former position has been abolished. R. E. Simpson, superintendent of the Knoxville division at Knoxville, Tenn., has been promoted to general superintendent of the Northern district, succeeding H. E. Hutchens, promoted. O. B. Keister, superintendent of the Mobile division at Selma, Ala., succeeds Mr. Simpson. F. S. Collins, trainmaster of the Charlotte division at Greenville, S. C., succeeds Mr. Keister, and M. O. Dunbar has been promoted to trainmaster of the Charlotte division, with headquarters at Greenville, S. C., succeeding Mr. Collins.

Thomas M. Connors, superintendent of the Hocking Valley at Columbus, O., died at a hotel in Toledo on March 17. He was born on July 15, 1862, at Toronto, Ont., and was educated in Erie county, Pennsylvania, schools. In 1878 he began railway work as a telegraph operator on the Philadelphia & Erie, now a part of the Pennsylvania Railroad. He was then consecutively telegraph operator of the Standard Oil Company, the Cincinnati, Hamilton & Dayton Railroad and the Cleveland, Cincinnati, Chicago & St. Louis. From 1890 to 1891 he was train dispatcher on the Cincinnati, Hamilton & Dayton, and then to 1903 was trainmaster on the Kanawha & Michigan. He was subsequently trainmaster on the Toledo & Ohio Central and the Hocking Valley. From 1906 to 1907 he was assistant superintendent of the Toledo & Ohio Central and then was superintendent of the Kanawha & Michigan until 1909, when he was appointed superintendent of the Hocking Valley.

Herbert E. Correll, superintendent of the St. Louis division of the Chicago, Rock Island & Pacific, with headquarters at Eldon, Mo., was born at Madison, Wis., in 1866. He received a high school education and began railway work in 1882 with the Chicago, Milwaukee & St. Paul, where he was employed successively as operator, brakeman and conductor until 1888, when he was made assistant train dispatcher at Chicago. He was promoted to chief dispatcher in 1891, and became trainmaster in 1894, leaving that road to go to the Elgin, Joliet & Eastern in 1905 as assistant superintendent at South Chicago. He resigned in 1908 to go to the St. Louis, Iron Mountain & Southern as trainmaster of the Illinois division, and three years later he was appointed trainmaster of the St. Louis division of the Chicago, Rock Island & Pacific. The latter position he held until March 1, when he was promoted to the superintendency of the St. Louis division, with office at Eldon, Mo., as above noted.

James Russell, assistant to vice-president of the Denver & Rio Grande, with headquarters at Denver, Colo., was born in February, 1865. He began railway work with the Grand Trunk in 1879 and was employed as agent and operator until 1882. The following year he worked as telegraph operator for the Chicago, St. Paul, Minn. & Omaha, the Kansas Pacific and the Santa Fe, and from 1883 to 1887 was telegraph operator and train dispatcher on the Canada Southern and the Michigan Central. He was then successively train dispatcher, chief dispatcher and superintendent of the St. Paul,

Minneapolis & Manitoba and the Great Northern until 1903, when he was appointed superintendent of the Missouri Pacific. Four years later Mr. Russell became a superintendent of the Chicago, Burlington & Quincy, and from 1909 to January 1, 1914, he was general superintendent of the Spokane, Portland & Seattle. He was then appointed general superintendent of the Great Northern, which position he held until his recent appointment as assistant to the vice-president of the Denver & Rio Grande, as above noted.

The following changes have been made on the C. & A., effective April 1st, one set of dispatchers taken off in Bloomington and one set in the Kansas City office, and a set of dispatchers replaced at Roodhouse, Ill. Following is the line-up of the Bloomington office: S. P. Henderson, superintendent, Northern division; C. W. Miller, superintendent, Southern division; J. E. Farrell, trainmaster, Southern division; C. W. Bearden, assistant superintendent, both Northern and Southern divisions; J. J. Butler, trainmaster, Northern division; E. E. Sutton, chief dispatcher; E. R. Fenton, night chief dispatcher; H. L. Baumgardner, A. J. Denman, T. J. Nevin, dispatchers, territory, Bloomington to St. Louis and Springfield to Peoria; J. E. Wells, J. F. Norville, E. D. Mills, dispatchers, territory, Bloomington to Chicago, Dwight to Peoria, Rutland to Granville; J. R. Stephenson, extra dispatcher.

The line-up of the Roodhouse office is as follows: T. F. Shuman, trainmaster; A. C. Pool, A. W. Wood, W. B. Hewitt, dispatchers, territory, Booth, Mo., to Bloomington, Ill., Roodhouse to Godfrey, Roodhouse to Springfield. This office is under jurisdiction of C. W. Bearden, assistant superintendent, Bloomington. A. C. Pool is appointed chief dispatcher, Roodhouse. The position of assistant chief dispatcher has been abolished at Bloomington.

The following changes have been made on the Boston & Maine: The train dispatching offices of the Fitchburg division at Boston and North Adams have both been moved to Greenfield, Mass. The present force consists of two day chiefs, two night chiefs, nine trick dispatchers and three operators. The Boston office of the Southern division has been moved to Concord, N. H., making the largest force of dispatchers in one office on the system. The line-up is as follows: First trick, G. F. Bickford, R. B. Lindsay, C. F. Archer, C. M. Ainsworth, F. J. McCauley; second trick, H. R. Flye, C. P. Ramsay, J. F. Ellis, W. Ingram, R. McDonough; third trick, J. F. Casey, P. H. Pearson, B. Cushing; chief dispatcher, B. F. Williams; night chief, A. W. Perkins. C. M. Woodward, formerly night chief on the Fitchburg division at Boston and trick dispatcher at Nashua, N. H., has been appointed chief dispatcher of the C. & P. division at Springfield, Mass. J. E. Holloren goes back to first trick. The line-up of the W. N. & P. division of the Boston & Maine R. R. at Nashua, N. H., is as follows: Chief dispatcher, G. E. Gray; first trick, L. S. Bartlett, A. W. Maloy, F. H. Willard; second trick, G. H. Cook, D. Maguire, W. J. Knowles; third trick, J. P. Osgood and A. D. Barnes; F. E. Wheeler, relief dispatcher. O. W. Waterhouse is substituting as night chief on the Portland division of the B. & M. at Boston. J. A. Ahern has been promoted to trainmaster of the C. & P. division south of the B. & M. at Lyndonville, Vt., and G. F. Ferguson succeeds Mr. Ahern as chief dispatcher.

ADDRESSES WANTED.

The following members of the T. D. A. of A. have dropped out of sight of the Secretary. Letters or Bulletins addressed to them at last known residence have been returned or reported undelivered. If present address is known to any member, the Secretary requests that he be advised.

Name.	Last Known Residence.
Ashley, A. W.,	Frisco, Francis, Okla.
Bishop, S. D.,	C. R. I. & P., Little Rock, Ark.
Brownell, G. C.,	C. P. R., White River, Ont.
Bruce, R. O.,	A. T. & S. F., Carrolton Junc. Mo.
Burns, John L.,	C. P. R., Chapleau, Ont.
Carney, Elmer,	Pueblo, Colo.
Carter, E. E.,	C. R. I. & P., Trenton, Mo.
Cherry, Frank L.,	326 Bank Inv. Bldg., San Francisco, Cal.
Clements, Roy,	Galveston, Tex.
Del Mouly, S. J.,	So. Pac., Lafayette, La.
Drum, N. H.,	B. & S., DuBois, Pa.
Eckard, F. R.,	T. P. & W., Peoria, Ill.
Finegan, D. J.,	E. P. & S. W., Tucumcari, N. M.
Finnessey, J. J.,	M. & N. A., Leslie, Ark.
Flesher, I. D.,	Mo. Pac., Van Buren, Ark.
Gallagher, F. J.,	B. & S., DuBois, Pa.
Gallaway, T. S.,	103 W. Ormond St., Pueblo, Colo.
Gibson, E. M.,	L. & N., Middlesborough, Ky
Gonzales, F. J.,	Chaparra, Chaparra, Cuba.
Green, Grover,	N. O. & N. E., New Orleans, La.
Hale, A. W.,	G. C. & S. F., Beaumont, Tex.
Hartman, J. W.,	T. P. & W., Peoria, Ill.
Hynes, M. J.	
Johnson, O. D.,	Frisco, Fort Smith, Ark.
King, A. T.,	Y. & M. V., Memphis, Tenn.
Krouse, C. G.,	G. & I. U., Valparaiso, Ind.
Maltby, G. E.,	O. W. R. & N., La Grande, Ore.
Manville, C. T.,	O. S. L., St. Anthony, Idaho.
Martin, W. C.,	Mo. Pac., Coffeyville, Kan.
Maverick, A. J.,	Denver, Colo.
Morre, H. C.,	Gen. Del., El Paso, Tex.
Mosser, H. A.,	D. L. & W., Scranton, Pa.
Murphy, D. R.,	Soo, Thief River Falls, Minn.
McMurphy, A. M.,	Can. Nor., Saskatoon, Sask.
McNeill, J. M.,	Panama, Empire, C. Z.

Peck, A. D., Nev. Nor., East Ely, Nev.
Plantz, Geo. W., C. & N. W., Long Pine, Neb.
Purkett, W. A., A. T. & S. F., Calwa, Calif.
Reedy, E. A., G. N., Glasgow, Mont.
Roach, F. A., Mo. Pac., Sedalia, Mo.
Roberts, G. M., D. R. L. & W., Virginia, Minn.
Sharp, C. L., T. & P., Marshall, Tex.
Shepperd, G. C., Frozard, La.
Smith, B. M., Mo. Pac., McGehee, Ark.
Smith, H. S., B. & O. S. W., Seymour, Ind.
Snyder, C. E., A. T. & S. F., Winslow, Ariz.
Sullivan, T. S., G. N., Minot, N. D.
Taylor, A. D., A. T. & S. F., Barstow, Calif.
Taylor, W. H., St. L. S. W., Mt. Pleasant, Tex.
Treptow, F. C., C. P. R., Chapleau, Ont.
Trotter, Robt., C. P. R., Winnipeg, Man.
Vail, J. E., C. R. I. & P., Trenton, Mo.
Wilkerson, J. S., I. C., McComb, Miss.
Yontz, M. B., D. L. & W., Elmira, N. Y.

APPLICATIONS FOR MEMBERSHIP.

S. E. Beck, G. T. Ry., Durand, Mich.

T. F. Carpenter, C. P. R., Chapleau, Ont.

Jas. O. Connelly, C. of Ga., Columbus, Ga.

R. L. Crichfield, West. Md., Cumberland, Md.

J. T. Dinwoodie, C. M. & St. P., Channing, Mich.

J. P. Dolan, C. & N. W. Ry., Adams, Wis.

I. A. Friese, C. M. & St. P., Channing, Mich.

A. C. Goolsby, Sou., Richmond, Va.

M. M. Harrington, C. M. & St. P., Channing, Mich.

L. J. Hill, A. T. & S. F. Ry., San Bernardino, Cal.

J. J. Johnson, M. K. & T., Greenville, Tex.

O. Marshall, T. & P., Baird, Tex.

W. D. McIntyre, C. & N. W., Chadron, Neb.

Chas. L. Park, C. of Ga., Macon, Ga.

M. G. Pence, C. M. & St. P., Miles City, Mont.

Roy W. Prentice, A. T. & S. F. Ry., Las Vegas, N. M.

Louis Remillard, C. & N. W., Chadron, Neb.

G. C. Stuart, T. & P., Baird, Tex.

H. A. Ueker, C. & N. W., Adams, Wis.

A. B. Worthing, C. M. & St. P., Channing, Mich.

C. H. Zealand, Gt. Nor., Crookston, Minn.

REINSTATEMENT.

B. M. Bergerson, D. & I. R., Two Harbors, Minn.

WHAT TO SAY.

"I'm going to cross the Channel tomorrow, and am afraid I shall feed the fish," said the ordinary young man. "My dear fellow," moaned the longhaired poet. "How can you allude to the fact in such coarse terms?" "What should I say, then?" "Even in describing these horrible physical things, there should be introduced something beautiful, something spring-like. Talk of it as the return of the swallow."

HERE'S A GOOD ONE.

At the moving picture theatre one evening there was thrown on the screen a view of a group of young ladies preparing to disrobe and go in bathing in a sheltered lake in the background. Just as they started to undress a long freight train came along the track between the camera and the bathers. By the time it had passed the young ladies were in their bathing suits and in the lake. At the close of the evening's performance at the theatre a man hurried out to the box office and throwing down a bill demanded a seat for every night during the balance of the week. "I will be glad to sell them to you," explained the man in the ticket window, "but we show the same pictures every night this week." "I know you do," replied the prospective purchaser. "But I'm an old railroad man and I know that freight train is not going to be on time every night."

BREVITY THE SOUL OF WIT.

One of the officers of this company recently dictated a telegram of 296 words. An efficient and careful stenographer, with an eye to the company's interests "blue penciled" the message and succeeded in concisely but fully covering the subject in just 91, or a saving of 205 words. The telegraph wires are to be used of course. That is what the service is for, but a mere consideration of your own time, the time of the operators and of the company will force the conclusion that many of us often unconsciously run to words. Not one telegram in ten sent over the company's wires but what could be comfortably scaled down. —Sunset Central Bulletin.

GEORGE WASHINGTON'S HANDICAP.

A school scene. The teacher talking.—"Be industrious, children, and you will succeed. You remember, do you not, the great difficulty George Washington had to contend with?" "Yes, sir; yes, sir," the children piped. "And what difficulty, what almost insuperable difficulty, nearly crippled the great George?" "He couldn't tell a lie!" chorused the children.

ONE MORE TO COME.

"The country is ready, therefore, to accept, and accept with relief as well as approval, a law which will confer upon the Interstate Commerce Commission the power to superintend and regulate the financial operations by which the railroads are henceforth to be supplied with the money they need."—President Wilson's message.

Conditions of Membership in The Train Dispatchers' Association of America

Applicants are required to be not less than 21 years of age, to have had at least one years' continuous service as a train dispatcher on a steam or electric interurban railway under some approved system of train dispatching; be in actual service on a steam or electric interurban railway when making application; and be recommended by three members of the Association. The membership fee, $2.00, must accompany application. When an applicant is not personally known to three members, the endorsement of one member and of the superintendent, trainmaster, or chief dispatcher under whom he serves, will be accepted. All applications for membership or reinstatement made between annual meetings must be published, for the information of all members, in the official organ. If no objection is filed within thirty days thereafter, a card of membership in good standing is authorized. Applications are acted upon at annual meetings only when the applicant or a member endorsing him are there present. Dues for the current year must be paid before membership card is issued.

No questions of hours worked, salaries received by or conditions of service required of its members will be considered, in any form, by this Association.

Former members whose membership has lapsed not less than five years by reason of non-payment of dues may be reinstated on making formal application therefor, accompanied by payment of one full year's dues ($3.00), in lieu of all back dues, and payment of dues, also $3.00, for the current year. They may also make original application for membership.

Address J. F. Mackie, Secretary. 7122 Stewart Ave., Chicago, Ill.

To the Secretary of the T. D. A. of A.

I desire to become (or to be reinstated as) a member of The Train Dispatchers' Association of America. Please mail me a blank membership (or reinstatement) application form.

_____

*Employed as*_____*on the*

_____ *Ry. at*_____

The Train Dispatchers' Association of America

Officers for the Year 1913-1914

Pres., James P. Finan,	A. T. & S. F. Ry.	Needles, Calif.
Vice-Pres., C. A. O'Connor,	Boston & Albany R. R.,	Springfield, Mass.
Sec'y-Treas.-Editor, J. F. Mackie,	7122 Stewart Ave.,	Chicago, Ill.

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A. L. Crabbs (3 years),	A. T. & S. F. Ry.,	Marceline, Mo.
N. A. Hungerford (2 years),	Southern Ry.,	Selma, Ala.
H. S. Conley (1 year),	B. & O. R. R.,	Columbus, O.

The President, Vice-President and Secretary-Treasurer-Editor are members, ex-officio, of the Executive Committee.

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(Consisting of Ex-Presidents, still members)

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T. W. Kane,	Nor. Pac. Ry.,	Livingston, Mont.

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E. W. Weston,	Nor. Pac. Ry.,	Livingston, Mont.

Members are earnestly invited to submit to the Chairman of the Train Rules Committee any suggestions that may seem to them germane to the subjects within the Committee's sphere, and deserving its consideration.